

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, September 21, 2023	Join by Zoom Meeting: https://us02web.zoom.us/j/87923846411?pwd=dlMyY3dLV2QwLzFmR0FhVDg3R1o1QT09
Time: 1:15 p.m.	Zoom Meeting ID: 879 2384 6411
Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Password: 389315 Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG TAC will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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|----|---|-----------------|--------------|
| 1. | Call to Order/Roll Call | Willis/Stillman | No materials |
| 2. | Public comment on items not on the agenda (limited to 2 minutes)
<i>Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments. Members of the public who wish to address the Committee should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.</i> | Willis/Stillman | No materials |
| 3. | Issues from the September C/CAG Board meetings <ul style="list-style-type: none">Approval of the appointments of Andrew Brozyna, Public Works Director from the City of Foster City, and Brad Underwood, Interim Public Works Director from the City of San Mateo, to the TAC and Stormwater Committee; and Mohammad Suleiman, San Mateo County Regional Project Manager from Caltrans, to the TAC.Received the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County.Received update on C/CAG Equity Assessment and Framework Development Project. | Cheung | No materials |
| 4. | Approval of minutes from the August 17, 2023 Meeting (Action) | Cheung | Page 1-4 |
| 5. | Review and recommend approval of the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County. (Action) | Lacap | Page 5-8 |

6.	Review and recommend approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report. (Action)	Lacap	Page 9-18
7.	Review and recommend Board approval of the revised draft Committee Guidelines to include alternates. (Action)	Charpentier	Page 19-24
8.	Receive update on C/CAG Equity Assessment and Framework Development Project and review of proposed actions for comment. (Information)	Springer	Page 25-50
9.	Regional Project and Funding Information	Lacap	Page 51-70
10.	Executive Director Report	Charpentier	No materials
11.	Member Reports	All	No materials
12.	Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on October 19, 2023.

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular TAC meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular TAC meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the TAC. The TAC has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Kaki Cheung at (650) 363-4105 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105, five working days prior to the meeting date.

ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105 or kcheung1@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the Technical Advisory Committee, members of the public may address the Committee as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to kcheung1@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG TAC members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be made publicly available on the C/CAG website prior to the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

***In-person participation:**

1. If you wish to speak to the C/CAG TAC, please fill out a speaker's slip located on the 2nd floor auditorium side table against the wall. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

***Remote participation:**

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG TAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
 1. When C/CAG Staff or Co-Chairs call for the item on which you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
4. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Program Director: Kaki Cheung (650) 363-4105 kccheung1@smcgov.org

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
August 17, 2023
MINUTES**

No.	Member	Agency	Jan	Feb	March			April			May			August		
					IN- PERSON	REMOTE	REMOTE	IN- PERSON	REMOTE	REMOTE	IN- PERSON	REMOTE	REMOTE	IN- PERSON	REMOTE	REMOTE
						AB 2449	Publicly Accessible Teleconfe- rence Location		AB 2449	Publicly Accessible Teleconfe- rence Location		AB 2449	Publicly Accessible Teleconfe- rence Location		AB 2449	Publicly Accessible Teleconfe- rence Location
1	Paul Willis (Co-Chair)	Hillsborough Engineering	x	x	x			x			x			x		
2	Ann Stillman (Co-Chair)	San Mateo County Engineering		x	x			x			x			x		
3	Patrick Gilster	SMCTA / PCJPB / Caltrain	x		x			x			x			x		
4	Robert Ovadia	Atherton Engineering	x	x	x			x			x			x		
5	Peter Brown	Belmont Engineering	x	x				x				x			x	
6	Randy Breault	Brisbane Engineering	x	x				x								
7	Syed Murtuza	Burlingame Engineering	x	x	x			x			x			x		
8	Sean Charpentier	C/CAG	x	x	x			x			x			x		
9	Brad Donohue	Colma Engineering	x	x				x				x		x		
10	Richard Chiu	Daly City Engineering	x	x	x						x					
11	Tatum Mothershead	Daly City Planning	x	x	x			x			x			x		
12	Humza Javed	East Palo Alto Engineering	x		x			x			x			x		
13	<i>Vacant</i>	Foster City Engineering	x													
14	Maz Bozorginia	Half Moon Bay Engineering	x	x	x			x			x			x		
15	Nikki Nagaya	Menlo Park Engineering	x	x	x						x			x		
16	Sam Bautista	Millbrae Engineering		x				x			x			x		
17	Lisa Petersen	Pacifica Engineering	x	x				x			x					
18	Jessica Manzi	Redwood City Engineering	x	x	x			x						x		
19	Matthew Lee	San Bruno Engineering	x	x	x						x			x		
20	Steven Machida	San Carlos Engineering	x	x	x						x			x		
21	Azalea Mitch	San Mateo Engineering	x	x	x			x			x					
22	Eunejune Kim	South San Francisco Engineering	x	x	x						x					
23	Billy Gross	South San Francisco Planning	x	x				x			x			x		
24	Sean Rose	Woodside Engineering	x	x										x		
25	James Choe	MTC	x	x												
27	<i>Vacant</i>	Caltrans	x	x												

The two hundred ninetieth (290th) meeting of the Technical Advisory Committee took place on August 17, 2023 at 1:19 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were: Jeffrey Lacap, Kaki Cheung, Eva Gaye, Kim Wever, Audrey Shiramizu – C/CAG; Brad Underwood – City of San Mateo; and Vamsi Tabjulu – SMCTA. Others attending the meeting remotely were: Katie McLaughlin – WSP; Dave Bockhaus – City of South San Francisco; Andrew Brozyna – City of Foster City; and others not noted.

1. Call to Order/Roll Call

Co-Chair Stillman called the meeting to order.

2. Public comment on items not on the agenda

There were not any public comments regarding items not on the agenda.

3. Issues from the June and July C/CAG Board meetings (Information)

C/CAG staff Kaki Cheung shared the key items from the June and July meetings, as noted on the meeting agenda.

4. Approval of minutes from the May 18, 2023 Meeting (Action)

Motion – To approve the minutes of the May 18, 2023 TAC meeting, Murtuza/Lee. Roll Call was taken. All members in attendance voted to approve. Motion passed 18-0.

5. Review and recommend approval of the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County. (Action)

C/CAG staff Jeff Lacap presented on the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County. The STIP is the biennial five-year plan for future allocations of state transportation funds. It is a five-year document adopted every two years by the California Transportation Commission (CTC) to program certain portions of the gas tax for transportation projects. The Program is developed in coordination with the Metropolitan Transportation Commission (MTC). On July 20, 2023, C/CAG staff reached out to all directors of Public Works and city/county managers via e-mail, soliciting candidate projects to consider with a due date of August 4, 2023. In addition, staff has also been working with partner transportation agencies such as Caltrans and the San Mateo County Transportation Authority in identifying top regional projects that supports the historical policy in the San Mateo Countywide Transportation Plan of directing STIP funds towards major highway improvement projects of regional significance. This allows major projects to leverage regional and state funding programs. After the agenda packet was released, City of Pacifica requested an amendment to include \$5 million for the construction phase of the Highway 1/Manor Drive Overcrossing Project to the project list.

Member Manzi stated that the City of Redwood City did not receive the Letter of Interest and missed the submission deadline. She would like the Committee to consider the City's US-101/SR-84 Interchange Project for STIP funding to make up for construction shortfall. C/CAG

staff asked Member Manzi about the amount, construction timeline, and if there is any conflict with their INFRA application.

Committee did not take action. The Committee also directed staff to work with the City of Redwood City confirming project eligibility. This item will be brought back to the September meeting.

6. Receive a presentation on the draft Existing Conditions report of the San Mateo Countywide Automated Vehicles Strategic Plan. (Information)

C/CAG staff Audrey Shiramizu presented the background on the San Mateo Countywide Automated Vehicles (AV) Strategic Plan. The Countywide AV Strategic Plan represents a joint effort by C/CAG and the TA to identify the current state of AVs in San Mateo County, establish a shared-vision for AV deployment, identify opportunities for AV pilots and other AV-related projects, and to develop an AV action plan. Audrey introduced the consultant WSP and their representative Katie McLaughlin. Katie presented on the project overview, goals, schedule, and initial findings from the Existing Conditions draft report.

Member Manzi asked about how local jurisdiction can regulate AV. Katie responded that the Plan would define the County's role on regulating AV and added that State and Federal law is evolving everyday.

C/CAG Executive Director Sean Charpentier inquired about data showing if AV leads to mode shift. Katie replied that there are no real world results yet, but modeling has shown potential opportunities with shared/transit AV.

Member Rose requested the Plan to include what infrastructure is needed, including safety infrastructure and signal timing.

7. Discuss Committee membership composition and possible options to include alternates. (Information)

C/CAG Executive Director Sean Charpentier summarized the possible options to include alternates to the Committee, with representation from all 21 jurisdictions.

Member Bozorginia asked if "Interim" positions would be included. Sean confirmed they will be included as the approved title position.

Member Manzi requested flexibility to have the jurisdiction appoint its representative. Sean stated to better streamline appointments, staff recommends listing the Public Works Director or City Engineer as primary representative. However, for agencies like C/CAG, TA, and City of Redwood City (with unique organizational structure), they can appoint another executive position or list the person's name.

Member Ovadia supports the standardization, but since some small jurisdictions do not have Deputy Directors or City Engineers, he would recommend having the jurisdiction provide their appointed title position. Member Nagaya echoed support for this concept.

Co-Chair Willis and Member Donohue are not supportive of removing planners. Member Gross suggested that Planners or Community Development Directors could be the alternates. Member Mothershead added that planners can also attend the meeting as a public member if needed.

Co-Chair Willis asked how many meetings can an alternate attend for the primary representative. Sean responded that alternates will be able to vote, but it would not count for attendance of the primary representative.

Member Brown thanked staff for their research and is supportive of the alternate option.

C/CAG Executive Director Sean Charpentier added that staff will also take this item to the Stormwater Committee. In the meantime, staff will reach out to the jurisdictions for information on the primary and alternate representative. The Board will then appoint in October or November.

8. Regional Project and Funding Information

C/CAG staff Jeff Lacap highlighted the following items from his staff report: inactive project list, Pavement Management Program (PMP) certification, MTC Annual Obligation Plan, updated contact list from D4, grant opportunities, local assistance trainings, and Project End Date (PED) report. MTC is updating the Plan Bay Area 2050 and calling it Plan Bay Area 2050+ and will include a limited focus update. C/CAG will support MTC staff on that effort, including updating the RTP projects list. C/CAG staff will also keep the Committee updated on the process. TA's Highway Call for Project is due August 25th, 2023.

Additionally, Jeff shared that TDA Article 3 FY 23/24 Call for Projects will be released on September 18th, pending C/CAG Board approval. It is about \$2.5 million with \$300,000 set aside for planning projects. The deadline to submit will be November 13, 2023.

9. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier announced that staff will be bringing the agency's Equity framework presentation to the September meeting.

10. Member Reports (Information)

Member Rose announced he is leaving the Town of Woodside. C/CAG Executive Director Sean Charpentier congratulated and thanked Member Rose for his contribution to the TAC.

11. Adjournment

Co-Chair Stillman adjourned the meeting at 2:36 p.m.

C/CAG AGENDA REPORT

Date: September 21, 2023

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the revised Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of the revised Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County.

FISCAL IMPACT

There is not any direct fiscal impact to C/CAG other than staff time. Upon CTC approval, the STIP funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

Funding for the 2024 STIP Program will come from both state and federal funding sources.

BACKGROUND

The State Transportation Improvement Program (STIP) is the biennial five-year plan for future allocations of state transportation funds. It is a five-year document adopted every two years by the California Transportation Commission (CTC) to program certain portions of the gas tax for transportation projects. The Program is developed in coordination with the Metropolitan Transportation Commission (MTC).

On June 28, 2023, Caltrans presented the draft STIP Fund Estimates for the upcoming five-year period (FY 2024-25 through FY 2028-29) to the California Transportation Commission (CTC). The CTC is scheduled to adopt this estimate at their August 16, 2023 meeting. MTC is scheduled to adopt regional STIP policy and procedures at the September 21, 2023 Commission meeting. MTC Staff shared detailed fund estimates for San Mateo County along with the rest of the Bay Area region on June 30, 2023. San Mateo County is projected to receive approximately \$37 million from the 2024 STIP. C/CAG Staff will use this as a working estimate, which may later be adjusted by CTC upon adoption of the final STIP Fund Estimate. The 2024 STIP identifies net new capacity only in the outer two years of the 2024 STIP, namely FY 2027-28 and FY 2028-29. As a result, the 2024 STIP funds can only be programmed within those two fiscal years.

For San Mateo County, C/CAG is the designated agency responsible for developing the regional share of the STIP. STIP candidate projects must be consistent with the Regional Transportation Plan

as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR). A full funding plan is required for a project phase in order to program STIP funds. Also, projects in excess of \$50 million in total project cost must include a project level benefit evaluation, including lifecycle cost benefit analysis.

The last adopted cycle of the 2022 STIP covered the period between FY 2022-23 through FY 2026-27. Funds previously programmed for highway projects as adopted in the 2022 STIP are still committed; however, the timing of those funds being available is not guaranteed. CTC may also reprogram current projects into later years.

On July 20, 2023, C/CAG staff reached out to all directors of Public Works and city/county managers via e-mail, soliciting candidate projects to consider with a due date of August 4, 2023. In addition, staff has also been working with partner transportation agencies, such as Caltrans and the San Mateo County Transportation Authority (SMCTA), in identifying top regional projects that supports the historical policy in the San Mateo Countywide Transportation Plan of directing STIP funds towards major highway improvement projects of regional significance. This allows major projects to leverage regional and state funding programs.

By the submission deadline, C/CAG received responses from the following jurisdiction:

- City of Pacifica – Requested \$4 million in Plans, Specifications, and Estimates (PS&E) funds for Highway 1/Manor Drive Overcrossing Improvement Project. Because the PS&E phase is scheduled to take place in FY24-25, this does not align with the availability of the 2024 STIP funds.

At the August 17th CMP TAC meeting, the City of Redwood City requested that US-101/SR-84 Interchange Project be considered for STIP funding for the construction phase. Additionally, the City of Pacifica provided staff additional information on the construction schedule for the Highway 1/Manor Drive Overcrossing Project after the packet for the CMP TAC meeting was released. The City staff is now seeking construction funding for the project, and the timing aligns with the availability of the 2024 STIP funds. At the Committee meeting, staff proposed an addendum to the published draft list, and include funding for the Highway 1/Manor Drive project. The CMP TAC did not take action and directed staff to gather more information on both projects before returning to the September TAC.

Upon careful review of the project timeline, the construction phase of the US-101/SR-84 Interchange Project does not align with the availability of the 2024 STIP funds. Staff proposes programming the following projects for the 2024 STIP, also included as Attachment 1 :

- \$29,888,000 in to fund the construction phase of the US-101 Managed Lanes Projects – North of I-380, in FY27-28.
- \$5,000,000 to fund the construction phase of the Highway 1/Manor Drive Overcrossing Improvement Project in FY27-28.
- \$2,230,000 to fund the landscaping phase of the US-101 Express Lanes Project – Whipple to I-380. This funding reflects previously allocated STIP funds to this project, which was returned to the 2024 STIP Fund Estimate.

An additional programming action is to fund \$1,685,000 million to the 92/101 Area Improvement Project. As part of the 2022 STIP, approximately \$3 million in Coronavirus Response and Relief

Supplemental Appropriations Act (CRRSAA) funds was available. The C/CAG Board approved an allocation of \$1,685,000 for the 92/101 Area Improvement project, and \$1,412,000 for the Northern Cities Smart Corridor project. When the national debt ceiling negotiations occurred in May 2023, it led to a rescission of all unallocated CRRSAA funds, which originally had an allocation deadline of September 2024.

To save all of the County's CRRSAA funds, a decision was made to move all \$3 million of the funding to the Smart Corridor project, which was ready for construction funding allocation, and backfill the 92/101 Area Improvements Project with regular STIP funding. At the August CTC meeting, the Commission provided \$3 million in state funds in exchange for the federal CRRSAA funds on the Smart Corridor project. MTC has instructed staff to formally program \$1,685,000 in regular STIP as part of the 2024 STIP update.

Recommendation

The CMEQ Committee recommended approval of the draft list at their September 14th meeting. Staff presented the draft 2024 STIP to the C/CAG Board in September as an information item. The proposed draft 2024 STIP will be presented to the C/CAG Board again in October for formal approval. This action will meet MTC's anticipated project submittal deadline.

Upon approval by the C/CAG Board in October, the Proposed 2024 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC, as scheduled on December 20, 2023, the proposal will be forwarded to the California Transportation Commission (CTC) for approval and adoption in March 2024.

ATTACHMENT

1. Summary of Proposed 2024 STIP for San Mateo County

2024 STIP Program - San Mateo County

				Project Totals by Fiscal Year (\$1,000's)							Project Totals by Component (\$1,000's)					
	Lead Agency	PPNO	Project	Prior Info Only	23-24	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Projects	SM C/CAG	668D	SR 92/US 101 Short Term Area Improvements	5,628	1,685								2,411	3,217		1,685
	Redwood City	692K	Woodside Interchange Improvements	8,000							8,000					
	South San Francisco	702D	Produce Interchange - Improvements	5,000										5,000		
	Daly/Bris/Colma	658G	ITS Improvements in San Mateo Northern Cities - (Daly City, Brisbane, and Colma)	9,312								9,312				
	SM C/CAG	658M	US 101 Managed Lane Project North of I-380			5,477	1,700		29,888			29,888		5,477	1,700	
	Caltrans	658D	US 101 Express Lanes Project - Whipple to I-380		2,320							2,320				
	Pacifica	NEW	Highway 1/Manor Drive Overcrossing Improvement Project						5,000			5,000				
Admin	SM C/CAG	2140A	Planning, programming, and monitoring (CMA)	236	236	308	308	309	309							

2024 STIP

Available capacity for 2024 STIP: \$37,208

The 2024 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2027-28 and FY 2028-29.

C/CAG AGENDA REPORT

Date: September 21, 2023

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report

(For further information contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report.

FISCAL IMPACT

At the February 2023 meeting, the C/CAG Board approved a consultant contract in the amount of \$141,624 to provide traffic monitoring services for the 2023 CMP.

SOURCE OF FUNDS

Funding for the project will come from federal Surface Transportation funds and local Congestion Relief Plan funds.

BACKGROUND

Overview

Every two years, as the Congestion Management Agency for San Mateo County, C/CAG is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County. The CMP is prepared in accordance with state statutes, which also establish requirements for local jurisdictions to receive certain gas tax subvention funds. The CMP's conformance with regional goals enable San Mateo County jurisdictions to qualify for state and federal transportation funding. The Metropolitan Transportation Commission (MTC) also reviews the CMP for consistency and compatibility with the Regional Transportation Plan (RTP).

The CMP legislation was initially passed in 1991 and last updated in 2001. The legislation is currently in conflict with other regulations like Senate Bill 743 (SB 743), the California Environmental Quality Act (CEQA), and current industry best practices. To resolve this conflict, existing CMP legislation must be amended to align with other more recent regulations. Most specifically, the performance measure metrics are at the core of this conflict.

CMP legislation requires use of a delay-based metric, Level of Service (LOS), to measure roadway performance. However, amended CEQA guidelines based on SB 743 in 2018 require use of vehicle miles-traveled (VMT) as the primary metric for traffic impacts. This transition from LOS to VMT supports statewide Greenhouse Gas (GHG) reduction goals and multimodal performance measurement.

2023 CMP Update

Given that state legislation has not yet addressed this conflict as mentioned in the previous section, C/CAG continues to comply with the CMP legislation. This 2023 update is focused on the compliance with state and regional CMP requirements by placing emphasis on the major CMP elements since the last update in 2021. The monitoring of freeway, highway, and intersection traffic conditions in the 2023 CMP update will be of particular interest, as the County emerges from the COVID-19 pandemic. The comparison of monitoring results between the 2023 and 2021 data will be helpful to understand how congestion has changed since COVID-19 restrictions had been lifted.

Some key elements in the 2023 Program are highlighted below:

- Chapter 5 – Trip Reduction and Travel Demand Element
 - Reflects the updated Transportation Demand Management (TDM) Policy adopted by the C/CAG Board in September 2021
- Chapter 7 – Deficiency Plan Guidelines
 - Reflects the updated 2023 LOS Monitoring results
- Chapter 8 – Seven Year Capital Improvement Program
 - Reflects the 2024 State Transportation Improvement Program (STIP) project list to be consistent with the Regional Transportation Improvement Program (RTIP) guidelines (The 2024 STIP is to be adopted by the CTC early next year)
- Appendices that were updated includes the following:
 - Appendix F - 2023 CMP Monitoring (Draft)
 - Appendix G - Status of Capital Improvement Projects
 - Appendix I - Land Use Guide and Updated List

2023 Traffic Level of Service and Performance Monitoring

To determine the change in LOS from one period to the next, C/CAG is required to measure the 53 roadway segments and 16 intersections on the Congestion Management Program roadway network. This year's study was conducted for the period of May 2023. The primary tasks completed include conflation of travel time data to Level of Service monitoring network and Level of Service Analysis. As a result of this monitoring, C/CAG is required to determine what location(s), if any, has (have) exceeded the LOS standard that was established by C/CAG in 1991. Per CMP legislation, should the LOS of any particular segment falls below the established standard, it moves on to a second process of volume reductions before determining deficiencies. C/CAG excludes traffic impacts attributable to interregional travel based on the C/CAG Travel Demand Model.

In the 2021 CMP Update, 5 roadway following roadway segments exceeded its LOS Standard before the reduction of interregional trips. After the exclusions for interregional traffic was applied,

all 53 roadway segments are in compliance with the LOS standard. All 16 CMP intersections were in compliance with the LOS Standard in 2021.

The results of the 2023 CMP Monitoring indicate that the following 12 roadway segments and 1 intersection exceeded its LOS Standard before the reduction of interregional trips:

- SR-1 from SF County Line to Linda Mar Blvd – AM and PM Period
- SR-84 from Willow Rd to University Avenue – AM Period
- SR-92 from I-280 to US-101 – AM and PM Period
- SR-92 from US-101 to Alameda County Line – AM and PM Period
- US-101 from SF County Line to I-380 – PM Period
- US-101 from I-380 to Millbrae Ave - PM Period
- US-101 from Millbrae Ave to Broadway – AM and PM Period
- US-101 from Broadway to Peninsula Ave – AM and PM Period
- US-101 from SR-92 to Whipple Ave – PM Period
- I-280 from SR-1 (south) to San Bruno Ave – AM and PM Period
- I-280 from SR-92 to SR-84 – PM Period
- I-280 from SR-84 to Santa Clara County Line – PM Period
- El Camino Real (SR-82)/Millbrae Avenue Intersection – AM and PM Period

After the exclusions for interregional traffic was applied, there are not any deficient roadway segments or intersections.

The results of the LOS monitoring for the 2023 update indicate a return of pre-pandemic conditions. A summary of the number of roadway segments (before interregional traffic reductions) and intersections exceeding the LOS standard since the 2017 CMP can be found in the table below:

Year	Exceeds LOS Standards	
	Roadways	Intersections
2017	12	0
2019	19	0
2021	5	1
2023	12	1

To address deficiencies on the CMP network, C/CAG developed the San Mateo County Congestion Relief Plan (CRP). The CRP was originally adopted in 2002, and reauthorized in 2007, 2011, 2015, 2019, and most recently in 2023. The CRP fulfills the requirement of a Countywide Deficiency Plan, which aims to address all roadway segment and intersection deficiencies identified in the Congestion Management Programs from 1999 to 2023. With the CRP in place, jurisdictions in the County are not required to develop a deficiency plan as a result of this monitoring report. More information the CRP can be found here: <https://ccag.ca.gov/wp-content/uploads/2023/06/5.1-A2-CRP-Plan-FY24-FY27.pdf>

Companion Network

For the 2021 CMP Update, C/CAG staff developed a new Companion Network to monitor congestion in other areas of the county that may not be on the CMP network. The Companion

Network is comprised of 10 roadway segments and 17 intersections, including local arterial roadways and locations along the coast. These locations are monitored for informational purposes only. Below is summary of the LOS results for the Companion Network from the 2021 and 2023 CMP update.

Companion Network Roadway Segment Weekday LOS

No roadway segments reported LOS E or worse.

CMP Companion Network Intersection Weekday LOS

The following table reports intersections with LOS E or worse:

Intersection	2021 CMP		2023 CMP	
	LOS	Peak Period	LOS	Peak Period
Industrial Rd/Holly St	E	PM	F	AM
Middlefield Rd/Marsh Rd	F	PM	-	-
University Ave/Bay Rd	E	PM	-	-
El Camino Real/Westborough Blvd	F	AM	-	-
SR-1/Cypress Ave	F	PM	F	PM
SR-84/Alameda de las Pulgas	-	-	F	AM
SR-92/SR-35	-	-	E	AM
SR-1/Main St	-	-	E	AM
SR-1/Reina del Mar Ave	-	-	F/E	AM/PM

CMP Companion Network Roadway Segment Weekend LOS

The following roadway segments reported LOS E or Worse:

Intersection	2021 CMP		2023 CMP	
	LOS	Peak Period	LOS	Peak Period
SR-1, Linda Mar Blvd to Frenchmans Creek Rd	-	-	E	Midday/PM
SR-1, Frenchmans Creek Rd to Miramontes Rd	E	Midday/PM	E	Midday/PM
SR-92, SR-1 to I-280	E	AM/Midday/PM	E	AM/Midday/PM

CMP Companion Network Roadway Segment Weekend LOS

The following intersections reported LOS E or worse:

Intersection	2021 CMP		2023 CMP	
	LOS	Peak Period	LOS	Peak Period
Main St/SR-92	-	-	E	Midday
SR-92/Skyline Blvd (SR-35)	E/F/E	AM/Midday/PM	E/F/E	AM/Midday/PM
SR-35/SR-92	F/E	AM/PM	F/E	AM/PM
SR-1/Reina Del Mar Ave	E	Midday	E	Midday
SR-1/Cypress Ave	F	Midday/PM	F	Midday/PM

Staff will use these results to help inform the planning of future projects to help alleviate congestion at these locations.

Average Travel Times on US-101

Travel times were also measured for the US-101 corridor for the entire segment in San Mateo County between the San Francisco and Santa Clara County Lines. The US-101 corridor was selected because, in addition to general purpose lanes, it includes express lanes, bus routes, and passenger rail. For the 2023 update, the travel times represented the recently opened US-101 Express Lanes from the Santa Clara County line to I-380.

The travel time methodology for US-101 on each lane type is as follows:

- Vehicles traveling on the general-purpose lane were calculated using INRIX travel time data during each respective AM and PM peak period.
- Vehicles traveling on the express lanes were calculated using actual travel time runs in the field for the limits of the express lanes (Santa Clara County line to I-380) summed with the INRIX results of the travel time in the general-purpose lanes between I-380 and the San Francisco County Line. It should be noted that the results of travel times of the express lane represent a smaller sample size compared to the general purpose lane travel time calculations. For the previous CMP updates in 2021 and older, the travel time of the previous HOV lane between Santa Clara County and Whipple Avenue was used.

Travel times for bus and passenger rail modes were estimated based on current SamTrans and Caltrain published schedules. SamTrans bus route 398 operates in the US-101 corridor. This route provides service through San Mateo County from San Francisco to Redwood City. Travel times were based on the average travel time between County lines during the commute hours. Travel time via Caltrain was calculated in a similar manner. Results for the 2023 travel time surveys are summarized below:

Mode	AM - Morning Commute Peak Period								PM - Evening Commute Peak Period							
	NB				SB				NB				SB			
	2023	2021	2019	2017	2023	2021	2019	2017	2023	2021	2019	2017	2023	2021	2019	2017
General Purpose Lanes	29	23	28	32	30	22	40	35	33	24	40	36	33	26	32	32
Express Lane	20	-	-	-	20	-	-	-	22	-	-	-	22	-	-	-
HOV Lane	-	24	26	32	-	22	38	34	-	24	40	36	-	26	31	32
Caltrain (Palo Alto to approx. SF County Line near Bayshore Station)	42	46	40	40	42	46	43	44	42	44	40	40	42	44	39	38
SamTrans Route 398 (Redwood City Station to SF)	58	65	57	80	70	67	74	-	66	84	83	-	61	63	74	91

Transit Ridership

The COVID-19 pandemic caused a drastic decrease in ridership for transit agencies across San Mateo County in FY21. However, there is a measurable recovery in transit ridership in FY 23. SamTrans total ridership saw an increase of 73%, Caltrain saw an increase of 290% and BART saw an increase of 217% over FY21. Even with these increases in annual ridership, it is still well below pre-pandemic numbers. When comparing FY 23 with pre-pandemic ridership numbers from FY 19, SamTrans total ridership is 27% lower, Caltrain is 71% lower and BART is 58% lower. Results for the FY 2023 transit ridership are summarized below.

Transit Agency	Average Weekday Ridership							
	Annual Total				Average Weekday			
	FY 2023	FY 2021	FY 2019	FY2017	FY 2023	FY 2021	FY 2019	FY 2017
SamTrans	7,796,753	4,503,358	10,670,850	11,816,760	30,387	13,620	35,150	38,700
Caltrain	5,052,371	1,295,656	17,662,773	18,648,850	20,453	4,099	63,597	62,190
BART (Colma and Daly City)	3,203,688	1,211,716	7,741,549	7,818,023	10,340	3,934	26,483	25,269
BART (South San Francisco, San Bruno, SFO, and Millbrae)	4,798,306	1,312,774	11,261,768	12,102,872	14,630	4,236	37,687	39,989
Combined Transit	20,851,118	8,323,504	47,336,940	50,386,505	75,810	25,889	162,917	166,148

The complete draft Monitoring Report is included in Appendix F of the Draft 2023 Congestion Management Program. (A copy is attached to this staff report)

Recommendation

Staff requests that the Committee reviews and recommends C/CAG Board approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report.

The next steps include:

<u>Date</u>	<u>Activity</u>
September 21, 2023	Draft 2023 CMP to TAC
September 25, 2023	Draft 2023 CMP to CMEQ
October 12, 2023	Draft 2023 CMP to Board
October 19, 2023	Final 2023 CMP to TAC
October 30, 2023	Final 2023 CMP to CMEQ
November 9, 2023	Final 2023 CMP to Board

ATTACHMENTS

1. Draft 2023 San Mateo County CMP – Executive Summary
2. Draft 2023 CMP Monitoring Report (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)
3. Draft 2023 San Mateo County CMP & Appendix (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

EXECUTIVE SUMMARY



US-101 during peak hour conditions

San Mateo County maintains a Congestion Management Program (CMP) through the City/County Association of Governments of San Mateo County (C/CAG), the designated Congestion Management Agency (CMA), as required by the California Government Code 65089. C/CAG is also required to monitor the implementation of all elements of the CMP and prepare a monitoring report every other year. This report fulfils the biennial monitoring task as required by the State. This 2023 CMP

Monitoring Report provides an insight into the performance of various freeways, multilane highways, two-lane highways, arterials and intersections throughout the County, and assists with key decisions on future investment of transportation dollars.

CMP and Companion Monitoring Network

C/CAG established the CMP Network in 1991 that included all state highways and principal arterials in the County. In total, the 464.7 directional miles of the CMP network includes 301.4 miles of arterials/highways and 163.3 miles of freeways. The CMP network also includes 16 arterial intersections. Each CMP segment and intersection has an adopted LOS standard, discussed further in Chapter 1. This CMP monitoring effort also includes the Companion Monitoring Network (Companion Network), which grew out of a desire to see additional locations monitored besides the CMP network. There are a total of 10 roadway segments and 17 intersections in this network. This network is not subject to the standards and are monitored for information only.

Data Collection and Congestion Analysis

The biennial monitoring task requires extensive data collection for all established CMP and Companion Network segments and intersections included in the network. With changing needs and technological advancements, the data collection methodology has evolved over the last three decades since the first CMP was adopted.

In order to collect accurate and useful data that is consistent with prior monitoring efforts, certain data collection methods were followed. The data was collected during May 2023 only on normal commute travel days (i.e.

Tuesdays, Wednesday, and Thursdays), while non-school days and days with any special events or incidents were eliminated. Available commercial speed data, 72-hour traffic counts, turning movement counts, and floating car surveys were utilized for the analysis. The commercial speed data was analyzed to obtain average speeds for each freeway segment and convert to LOS using Highway Capacity Manual (HCM) 1994 methodologies. Arterials and highways were monitored using 72-hour traffic counts and turning movement counts which were used to calculate a volume/capacity (V/C) ratio and assign the LOS based on HCM 1994 procedures. Intersections were modeled in Synchro using either HCM 2010 or 2000 methodology. Further discussion on data collection efforts is included in Chapter 2.

Monitoring Results

A total of 53 roadway segments and 16 intersections were monitored in this report during the AM and PM peak periods. The worst case direction was chosen as the official LOS, and a summary of these monitoring results are provided in **Table 1**.

Table 1: 2023 CMP Network Monitoring Results

Roadway Type	# of CMP Segments	Before Interregional Exemption		After Interregional Exemption	
		LOS Standard Met	LOS Standard Not Met	LOS Standard Met	LOS Standard Not Met
Arterials	27	26	1	27	0
Multilane Highways	1	0	1	1	0
Two-Lane Highways	9	9	0	9	0
Freeways	16	6	10	16	0
Intersections	16	15	1	16	0
TOTAL	69	56	13	69	0

In the 2023 Monitoring Cycle, one arterial segment, one multi-lane highway segment, ten freeway segments and one intersection falls below the LOS standard prior to the interregional exemption. However, all roadway segments met the LOS standard after interregional exemptions.

Multi-Modal Performance Measures

C/CAG monitors four multi-modal performance measures: LOS, multi-modal travel times, bicycle and pedestrian counts, and transit ridership/person throughput. LOS results are provided in Chapter 3. Multi-modal travel times along the US-101 corridor are reported with each biannual CMP monitoring effort. Travel times are measured from county line to county line on US-101 for four modes: single occupancy vehicle, HOV lane, Caltrain, and SamTrans. Travel times improved for vehicles in the HOV lane due to the 16 mile extension of HOV lane on I-101. Single occupant travel times increased significantly compared to 2021, but are the same or less than 2019 travel times. Caltrain travel times decreased slightly from 2021, while SamTrans travel times decreased except for the southbound direction during the PM peak period.

Bicycle/pedestrian planning efforts and counts with historical comparisons are summarized in this section, as is transit ridership for SamTrans, BART, and Caltrain. Overall, all three agencies have seen ridership increase since the pandemic decline as measured in FY 21. However, the increase is still significantly short of the ridership volume measured pre-pandemic in FY 19. This indicates that transit ridership is slowly recovering and still has more growth to return to pre-pandemic levels.

C/CAG AGENDA REPORT

Date: September 21, 2023

To: Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Executive Director

Subject: Review and recommend Board approval of the revised draft Committee Guidelines to include alternates

(For further information contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee review and recommend Board approval of the revised draft Committee Guidelines, which include alternate positions.

FISCAL IMPACT

There is no fiscal impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

In early 2023, the C/CAG Board of Directors approved a revised set of Committee Guidelines, which included the following changes:

- The positions of Committee Co-Chairs are open to any members, and election shall take place every two years.
- The composition of Committee membership is expanded to include representation from all San Mateo County jurisdictions. Seats were added for the City of East Palo Alto and Town of Portola Valley.
- The Committee will include a total of three Planners, whom would be appointed for a two-year term. C/CAG will seek to provide a balance of representations among small, medium, and large cities.

When the revised guidelines were adopted, the Committee put forth a request for the Agency to deliberate the inclusion of alternates, ensuring contingency coverage in situations where the jurisdiction's representative is unavailable.

At the August meeting, staff presented possible options for alternates. The recommended option was to include named executive level position(s) from each jurisdiction in the Committee roster.

The C/CAG Board would approve the appointment of these positions, automatically enlisting jurisdiction staff fulfilling these roles onto the Committee. This would streamline the appointment process, reducing the need for City Managers to recommend and the CCAG Board of Directors to approve a new member every time when there is a staffing change. The Committee also discussed the elimination of the three planner seats so that each jurisdiction would have only one representation.

The table below is an example.

Member Agency	TAC Member	Alternate
City A	Public Works Director	City Engineer, or Assistant or Deputy Public Works Director

Staff proposed making the MTC and Caltrans seats as non-voting seats. This would reduce the potential conflict of having MTC or Caltrans vote on a particular recommendation from C/CAG to Caltrans or MTC.

The Committee was supportive of the recommendation. Given that jurisdictions may have minor difference in the naming conventions for various positions, the Committee asked for flexibility with selecting the appropriate executive staff to serve. Staff has been coordinating with each jurisdiction to collect that information.

Staff is proposing another amendment to the guidelines. Traditionally, the San Mateo County Transportation Authority (SMCTA) staff has represented three organizations: the San Mateo County Transportation Authority, SamTrans and the Peninsula Corridor Joint Powers Board (JPB)/Caltrain. The Committee's core mandate centers around transportation planning and policy, rather than transit related matters. With the recent change in governance structure of SamTrans and the Peninsula Corridor Joint Powers Board (JPB)/Caltrain, staff is proposing to remove Caltrain representation from this Committee.

At the September meeting, staff recommends that the Committee reviews and recommends Board approval of the draft revision to Committee Guidelines. Given the overlap in membership between the Technical Advisory Committee and the Stormwater Committee, staff will propose a similar membership structure for both.

ATTACHMENT

1. Revised Draft Congestion Management Program Technical Advisory Committee (CMP TAC) Guidelines - redlined

Congestion Management Program Technical Advisory Committee (CMP TAC)

Guidelines

Established 11/24/09

Revised ~~9/21/2023~~12/15/2022

Mission

The CMP TAC is a staff committee composed of San Mateo County engineers and technical staff planners who provide ~~technical~~ expertise and professional recommendations to the CMEQ Committee and C/CAG Board regarding transportation and air quality issues, the Congestion Management Program, and the Countywide Transportation Plan.

Membership

The CMP TAC was originally established to include representatives from the Bay Area Air Quality Management District (BAAQMD) (1), the Metropolitan Transportation Commission (MTC) (1), San Francisco International Airport (SFIA) (1), the San Mateo County Transit District (SamTrans) (1 with 1 alternate), the San Mateo County Transportation Authority (SMCTA) (2), San Mateo County Government (3), the Central County Cities (2), the North County Cities (2), the South County Cities (2), the Cities at large (1), and Caltrans (3). ~~A total of 19 members.~~

The current composition of the Technical Advisory Committee includes twenty city engineers ~~and two planners~~, one county engineer, one representative each from the Metropolitan Transportation Commission, Caltrans, SamTrans/the Transportation Authority/~~the Peninsula Corridor Joint Powers Board (JPB)/Caltrain~~, and C/CAG. The representatives from the Metropolitan Transportation Commission and Caltrans are non-voting members. Other members have one vote each.

Term Limits

- There are no term limits for the CMP TAC. Members can remain on the TAC indefinitely or until the member voluntarily relieves him/or herself of the membership.
- ~~Membership of Planners~~
 - ~~The CMP TAC may include a total of three planners.~~
 - ~~There are no term limits, but Planners will be appointed every two years.~~
 - ~~C/CAG will issue a call for applicants every two years. Interested planners shall submit letters of interest to the C/CAG Board, who will make the appointment.~~
 - ~~C/CAG shall strive to include Planners that represent small, medium, and large cities.~~

Co-Chairs

- The two Co-Chairs for the CMP TAC are appointed by Committee members at a CMP TAC Meeting every two years.
- There are no term limits.
- The role of the Co-Chairs is to manage the Committee meetings by calling the meeting to order, leading the Committee through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items.
- Co-Chairs will rotate every other meeting. A Co-Chair may chair consecutive meetings if the other Co-Chair is unavailable to attend.

Selection and Appointment Process

To streamline the process and ensure continuous representation, the Roster Table can include designated positions and/or individually named appointments. The Roster Table also includes a Primary Member and an Alternate Member.

The C/CAG Board of Directors shall approve all appointments of Primary and Alternate Members.

Designated positions are executive level positions where there may be only one position (ie Public Works Director) in the agency or there may be multiple positions (i.e., having multiple Deputy Public Works Directors).

The C/CAG's Board of Directors will approve the appointment of these designated positions, effectively automatically appointing the staff member filling the designated position.

For designated positions where there are multiple positions, the jurisdiction or agency will need to propose a member by name, and the C/CAG Board will need to approve such appointment on an individual basis.

The City Manager or equivalent will notify the C/CAG Executive Director of any changes to the personnel filling the designated positions, or changes to the named positions themselves. The C/CAG Board will approve changes to the designated positions or name as necessary.

Interim or Acting appointments by the appropriate Executive to the designated positions where there is only one position (i.e. Public Works Director) are acceptable.

Primary Members

- The primary CMP TAC member is the Public Works Director, or a staff member holding a comparable level executive position identified by the jurisdiction or agency.

Alternate Members

- Each agency can have an alternate member.
- The alternate can be the City Engineer, Assistant or Deputy Public Works Director, Community Development Director, or a staff member holding an executive position identified by the jurisdiction or agency.
- The alternate has the authority to cast votes in lieu of the primary member.
- Attendance of an alternate member will not be recorded as attendance for the primary member.

The Roster Table below identifies the primary and alternate CMP TAC members, either by designated position or by name, where necessary, of the 2023 Congestion Management Program Technical Advisory Committee: ~~Roster~~

<u>Member Agency</u>	<u>Primary Member</u>	<u>Alternate</u>
<u>Town of Hillsborough (Co-Chair)</u>	<u>Director of Public Works</u>	<u>Deputy Director</u>
<u>San Mateo County (Co-Chair)</u>	<u>Director of Public Works</u>	<u>Deputy Director, Krzysztof Lisaj</u>
<u>SMCTA / SamTrans</u>	<u>Director, Project Delivery</u>	<u>Director, Planning & Fund Management</u>
<u>City of Atherton</u>	<u>Director of Public Works</u>	<u>Associate Engineer, Tim Au</u>
<u>City of Belmont</u>	<u>Public Works Director</u>	<u>Assistant Public Works Director</u>
<u>City of Brisbane</u>	<u>Public Works Director</u>	<u>Deputy Public Works Director</u>
<u>City of Burlingame</u>	<u>Public Works Director</u>	<u>Assistant Public Works Director</u>
<u>C/CAG</u>	<u>Executive Director</u>	<u>N/A</u>
<u>Town of Colma</u>	<u>Director of Public Works</u>	<u>Deputy PW Director/City Engineer</u>
<u>City of Daly City</u>	<u>Director of Public Works</u>	<u>City Engineer</u>
<u>City of East Palo Alto</u>	<u>Director of Public Works</u>	<u>City Engineer</u>
<u>City of Foster City</u>	<u>Director of Public Works</u>	<u>Manager of Engineering</u>
<u>City of Half Moon Bay</u>	<u>Director of Public Works</u>	<u>Community Development Director</u>
<u>City of Menlo Park</u>	<u>Public Works Director</u>	<u>Assistant Public Works Director</u>
<u>City of Millbrae</u>	<u>Director of Public Works</u>	<u>City Engineer/Deputy Public Works Director</u>
<u>City of Pacifica</u>	<u>Director of Public Works</u>	<u>City Engineer/Deputy Public Works Director</u>
<u>Town of Portola Valley</u>	<u>TBD - vacant</u>	<u>N/A</u>
<u>City of Redwood City</u>	<u>Transportation Manager</u>	<u>City Engineer</u>
<u>City of San Bruno</u>	<u>Public Works Director</u>	<u>Deputy Director, Hae Won Ritchie</u>
<u>City of San Carlos</u>	<u>Director of Public Works</u>	<u>City Engineer</u>
<u>City of San Mateo</u>	<u>Director of Public Works</u>	<u>Deputy Public Works Director</u>
<u>City of South San Francisco</u>	<u>Public Works Director/City Engineer</u>	<u>Deputy Public Works Director</u>
<u>Town of Woodside</u>	<u>Public Works Director/Town Engineer</u>	<u>Deputy Town Engineer</u>
<u>MTC</u>	<u>Senior Program Coordinator, James Choe</u>	<u>N/A</u>
<u>Caltrans</u>	<u>District Division Chief - PM West Region</u>	<u>Regional PM - San Mateo County</u>

<u>Agency</u>	<u>Representative</u>
San Mateo County Engineering	Ann Stillman
SMCTA / PCJPB / Caltrain	Patrick Gilster
Atherton Engineering	Robert Ovadia
Belmont Engineering	Peter Brown
Brisbane Engineering	Randy Breault
Burlingame Engineering	Syed Murtuza
C/CAG	Sean Charpentier
Colma Engineering	Brad Donohue
Daly City Engineering	Richard Chiu
Daly City Planning	Tatum Mothershead
East Palo Alto Engineering	Humza Javed
Foster City Engineering	Andrew Brozyna
Half Moon Bay Engineering	Maziar Bozorginia
Hillsborough Engineering	Paul Willis
Menlo Park Engineering	Nikki Nagaya
Millbrae Engineering	Sam Bautista
Pacifica Engineering	Lisa Petersen
Portola Valley Engineering	<i>Vacant</i>
Redwood City Engineering	Jessica Manzi
San Bruno Engineering	Matthew Lee
San Carlos Engineering	Steven Machida
San Mateo Engineering	Brad Underwood
South San Francisco Engineering	Eunejune Kim
South San Francisco Planning	Billy Gross
Woodside Engineering	Sean Rose
MTC	James Choe
Caltrans	Mohammad Suleiman

C/CAG AGENDA REPORT

Date: September 21, 2023

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Kim Springer, Transportation Systems Coordinator

Subject: Presentation on C/CAG Equity Assessment and Framework Development Project and review of proposed actions for comment

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

Receive a presentation on C/CAG Equity Assessment and Framework Development Project, and review proposed actions for comment.

FISCAL IMPACT

The existing Mariposa Planning Solutions agreement for this project is \$200,000.

SOURCE OF FUNDS

The project is funded with both General Funds and Surface Transportation Program Planning Grant funds.

BACKGROUND

On April 24, 2022, the C/CAG Board of Directors adopted Resolution 22-16, authorizing the C/CAG Executive Director to execute an agreement with Mariposa Planning Solutions (Consultant) for the C/CAG Equity Assessment and Framework Development Project (Project).

This presentation is the first on this Project to the Congestion Management Program Technical Advisory Committee (CMP TAC) and is intended to make Committee members aware of C/CAG's equity efforts and draft planned actions. It's also an opportunity for the TAC members to comment on proposed future equity actions by C/CAG.

C/CAG's role on equity in San Mateo County is unique. C/CAG is not a "safety net" agency in San Mateo County, yet C/CAG programs millions of dollars of funding for a wide variety of projects and programs. The Consultant developed an equity definition specific to C/CAG's influence, drafted a historical perspective of injustices and disparities, and completed an analysis of existing demographic conditions and equity focus area mapping. Next, the consultant developed an "equity connections" document that ties challenges and opportunities for C/CAG to reduce disparities, in addition to conducting an internal review of all C/CAG programs. Through this process, a Draft C/CAG Equity Framework Structure, Procedural Steps, & Action Plan has been developed. This Action Plan is included as an attachment to this staff report for TAC members to review prior to the meeting.

Throughout the project, the Consultant and staff held multiple rounds of Working Group meetings with Community Based Organizations and Agency Partners. Community Based Organizations for this project include Youth Leadership Institute, Samaritan House, Nuestra Casa, El Concilio of San Mateo County, Youth United for Community Action (YUCA), and the Housing Leadership Council. Peninsula Conflict Resolution Center has supported coordination of some of these meetings. The Agency Partners engaged include SamTrans, County of San Mateo Equity Office, County Office of Sustainability, Peninsula Clean Energy, and Commute.org. In addition, the C/CAG Board established an Ad Hoc Equity Committee at its March meeting, with participation from six members.

Staff will provide a presentation to the CMP TAC, sharing a chronological perspective of the documents developed to date and the timeline through the end of the project.

For this meeting, staff is requesting feedback on the Draft C/CAG Equity Framework Structure, Procedural Steps, & Action Plan document. Because this document has many Actions to review (36), it's essential that Members review the document prior to the meeting. Specific actions that may be of interest to CMP TAC members are 17, 19, 21, 26, and 35. Looking at the attachment, the Actions document is structured by Category of actions, Goals, Outcomes, and Actions as follows:

Category

- **Goal**
 - **Outcomes**
 - **Action**
 - **Performance Indicators:** Criteria used to evaluate progress or completion of Action.
 - **Reporting:** Describes the reporting process, who reports progress and to whom.
 - **Implementation Timeline:** Staff's estimate of when the Action will be implemented based on Fiscal Year or TBD if further study is required.
 - **Fiscal Impact:** Identifies the level of effort or estimated costs *if* additional budget will be required and represents a rough estimate. There are some activities that will require assistance from outside consultants. All these activities will require C/CAG staff time, which has opportunity costs. To the extent possible, C/CAG will attempt to leverage outside funding sources for discrete activities. C/CAG staff's time will be higher as these activities are initiated, and decrease over time as these activities become normal operating practices. For example, the first annual report will probably take a considerable amount of time and effort. However, subsequent ones will require less time.
 - **Implementation Status:** Identifies the status of completion, with the qualification that even after "completion," many of these activities will continuously improve. The following are the categories of completion:
 - Completed
 - Ongoing
 - In Progress – Estimated Completion Date
 - Not Initiated

Also attached is a summary of stakeholder meetings, showing a list of the Board, Board Equity Ad

Hoc, C/CAG Committees, staff, and agency and community working group meetings held and still planned, through this project process. A total of 26 meetings have been held, including 7 public Brown Act agendized meetings.

After receiving feedback from the C/CAG Board and C/CAG committees in September, Mariposa Planning Solutions will prepare a draft final report, which will include an executive summary, the main body of the report, and appendices with final memo documents, meeting notes, and other documents relevant to the project. The draft final report will be shared widely and presented to the C/CAG Board at the October 12, 2023 meeting for comment. Final adoption is tentatively scheduled for November 9, 2023.

ATTACHMENTS

1. Draft C/CAG Equity Framework Structure, Procedural Steps, & Action Plan
(Please review prior to meeting)
2. Summary of Stakeholder Meetings

8/31/2023

Draft C/CAG Equity Framework Structure, Procedural Steps, & Action Plan

Purpose: Develop an equity framework to convey a shared understanding among C/CAG staff, Board, Committees, Equity Framework Agency Partner, Community Working Group members, and other stakeholders that guides C/CAG on what and how the agency will achieve its equity goals.

Outcomes: Establish a structure for the framework and key components needed to advance equity. Identify strategies, actions, and a timeline for implementation - what it means to achieve equity in the context of C/CAG's mission and roles in San Mateo County and how the agency will measure progress.

Process:

- Project team shares draft framework and action plan structure, including goals, outcomes, and actions, and accompanying staff internal review summary with C/CAG staff working group for initial input.
- Project team incorporates feedback for a second C/CAG staff working group discussion focused on refinement of goals and outcomes and the creation of proposed actions/strategies.
- Project team incorporates staff working group input & shares with remainder of C/CAG staff for all-staff meeting discussion.
- Project team incorporates all-staff meeting input & shares with staff working group for discussion.
- Project team incorporates staff input & shares with C/CAG Board subcommittee and Agency and CBO Partners for discussion.
- Project team incorporates Board Subcommittee and Agency & CBO Partner input and shares with the full Board for discussion.

Equity Framework Final Report Elements

- Executive Summary
- San Mateo County Community Context
 - History of racist and discriminatory actions in SMC
 - Equity Focus Areas (EFA's) in San Mateo County - location of high concentrations of historically and currently underserved and impacted populations
 - Existing conditions and disparities
- Agency Context
 - C/CAG's mission and role in the county
 - Equity connections between C/CAG's program areas and equity
 - Where C/CAG has been and where it currently is on its equity journey
 - Strengths
 - Gaps
- C/CAG's Equity Commitments & Approach
 - C/CAG's Equity Definition
 - Board and staff equity commitment statement
 - Intended Equity Goals and Outcomes
 - C/CAG's procedural approach for projects, programs, plans, and funding calls
 - Action Plan
- Appendices
 - External review summary
 - Summary of CBO & Agency Partner input

Procedural Steps for Projects, Programs, and Plans

Set the project direction/scope:

- Establish intended equity goals, outcomes, and performance measures.
- Use an equity lens to identify and integrate potential equity-focused concepts & alternatives.

Assess for optimal outcomes:

- Identify who, what, where, when to focus on to avoid further harm and address historic & existing inequities.
- Identify benefits & burdens of each alternative.
- Select strategies that advance equity and avoid/minimize burdens.

Maintain transparency and accountability and conduct inclusive and meaningful outreach and engagement throughout the planning process.

- Develop a community engagement plan centered around Equity Focus Area geographies and demographics potentially affected (benefited or impacted)
- When feasible, partner with Equity Focus Area-serving Community Based Organizations (CBOs) and community leaders at each step of the process, including co-creation of direction/scope.
- Communicate purpose, scope, and implementation timeline throughout the process, and inform process participants and EFA stakeholders of the final decision/product(s) and how input received was incorporated.
- Create opportunities for ongoing feedback, evaluation, reporting, and iteration as applicable.

Action Plan Structure:

Category

- **Goal**
 - **Outcomes**
 - **Action**
 - **Performance Indicators:** Criteria used to evaluate progress or completion of Action.
 - **Reporting:** Describes the reporting process, who reports progress and to whom.
 - **Implementation Timeline:** Staff's estimate of when the Action will be implemented based on Fiscal Year or TBD if further study is required.
 - **Fiscal Impact:** Identifies the level of effort or estimated costs *if* additional budget will be required and represents a rough estimate. There are some activities that will require assistance from outside consultants. All these activities will require C/CAG staff time, which has opportunity costs. To the extent possible, C/CAG will attempt to leverage outside funding sources for discrete activities. C/CAG time required will be higher as these activities are initiated and decrease over time as these activities become normal operating practices for C/CAG. For example, the first annual report will probably take a considerable amount of time and effort. However, subsequent ones will require less time.
 - **Implementation Status:** Identifies the status of completion, with the qualification that even after the "completion" many of these activities will continuously improve. The following are the categories of completion:
 - Completed
 - Ongoing
 - In Progress – Estimated Completion Date
 - Not Initiated

Action Plan Goals and Outcomes:

Category 1: Internal Equity (Organization and Administration)

- **Goal 1: Create and maintain internal reporting, feedback, coordination, and collaboration structures for C/CAG equity advancement efforts.**
 - Outcome 1: The Equity Framework and Action Plan's intent and commitments are in a constant state of implementation, with learning and adaptation along the way.
- **Goal 2: Continually strengthen and maintain internal organizational understanding, resources, and capacity to advance equity.**
 - Outcome 1: An increasing number of staff, Board, and Committee members are representative of EFA demographics and/or geographies.
 - Outcome 2: Staff, Board, and Committee members have a greater depth of credentials and/or lived experience relevant in equity advancement work.
- **Goal 3: Promote economic justice and shared prosperity through programs.**
 - Outcome 1: C/CAG contributes to increased opportunities for Disadvantaged Business Enterprises (DBE).¹

Category 2: C/CAG Plans, Projects, Policies, and Programs

- **Goal 4: Infuse a pro-equity approach within all relevant projects, plans, and programs.**
 - Outcome 1: Equity is integrated in the design of projects, programs, and other actions and initiatives.
 - Outcome 2: All applicable planning efforts, projects, and programs include an analysis of equity needs, impacts, and benefits.

¹ "DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and also control management and daily business operations. African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis". <https://www.transportation.gov/partners/small-business/dbe-program>

- Outcome 3: Equity analyses/assessments are shared with the public, including C/CAG Committees/Board.
- **Goal 5: Advance equity through the call for projects structure and other funding opportunities for EFA geographies and demographics**
 - Outcome 1: C/CAG staff, Board, and Committees have a clear understanding of the degree to which grant funded programs and projects are advancing equity.
 - Outcome 2: Grant funding trends towards equitable outcomes due in part to changes in C/CAG's approach.
- **Goal 6: Use data and mapping to help ensure C/CAG's equity goals are tracked and achieved.**
 - Outcome 1: C/CAG staff leverage data, mapping, and analytical tools that are augmented and refined over time.

Category 3: EFA Community Engagement, Empowerment, & Accountability

- **Goal 7: Build and maintain trust, transparency, and lasting relationships with EFA CBO's and leaders and the populations they serve.**
 - Outcome 1: C/CAG staff have an organized and centralized repository of CBO and community leader contacts to share relevant information with, obtain input from, and partner with when opportunities arise.
 - Outcome 2: Decision makers, EFA stakeholders, and the broader community are kept informed of progress towards meeting Equity Framework goals.
 - Outcome 3: EFA-serving CBOs are resourced to support C/CAG in reaching historically and currently impacted, underserved, and hard-to-reach populations and to provide valuable input and perspective.

Category 4: Countywide Leadership, Coalition Building, and Advocacy

- **Goal 8: Provide countywide equity leadership.**
 - Outcome 1: C/CAG serves and is increasingly seen as a leader in equity advancement efforts in San Mateo County.

Category 1: Internal Equity (Organization and Administration)

- **Goal 1: Create and maintain internal reporting, feedback, coordination, and collaboration structures for C/CAG equity advancement efforts.**
 - **Outcome 1: The Equity Framework and Action Plan's intent and commitments are in a constant state of implementation, with learning and adaptation along the way.**

Actions	Performance Indicators (Internal & community-level, as applicable)	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
1. Establish an Equity Lead among C/CAG staff to help track, coordinate, and implement the Framework and Action Plan.	Equity Lead established	Annual Report The equity lead staff person reports to the Executive Director, shares progress, and helps facilitate action at periodic all-staff meetings.	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
2. Provide an annual evaluation of Equity Framework progress, including lessons	Percent of Equity Framework Actions by Status compared to	Annual report shared with Committees and Board of Directors (BOD) and posted	FY 2023-24	Fiscal Impact: <i>Staffing</i>

learned and proposed changes and next steps.	Implementation Timeline.	on C/CAG's Equity Framework webpage, including updates to community equity indicators over time.		Status:
3. Convene and support the C/CAG Board of Directors (BOD) Equity Framework Ad Hoc Committee as needed on an ongoing basis to incubate ideas and assist with Framework and Action Plan implementation.		Ad Hoc Committee provides progress updates to the Board and Action reported in annual report	Ongoing as needed	Fiscal Impact: <i>Staffing</i> Status:

- **Goal 2: Continually strengthen and maintain internal organizational understanding, resources, and capacity to advance equity.**
 - **Outcome 1: An increasing number of staff, Board, and Committee members are representative of EFA demographics and/or geographies.**
 - **Outcome 2: Staff, Board, and Committee members have a greater depth of credentials and/or lived experience relevant in equity advancement work.**

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
4. Consider adding Equity focused seats to the CMEQ and RMCP Committees	Discussion on Board addition of Equity Seats completed, and Seat added if requested by Board	Staff report and Annual Report	FY 2023-24 & FY 2024-2025	Fiscal Impact: <i>Staffing</i> Status:
5. Incorporate equity criteria in recruitment and selection of new candidates for open public member seats.	Equity criteria integrated into recruitment document and recruitment staff report to Board	Staff reports to Board via staff report and in Committee/BOD Annual Report	FY 2023-24 Upon recruitments	Fiscal Impact: <i>Staffing</i> Status:

6. Conduct outreach to equity-focused CBO's to fill vacant public member seats for applicable committees (Congestion Management and Environmental Quality Committee (CMEQ) & the Resource Management and Climate Protection Committee (RMCP)).	Use CBO distribution list for recruitments.	Staff reports and Annual report	FY 2023-24 Ongoing	Fiscal Impact: <i>Staffing</i> Status:
7. Explore developing a stipend policy for public members on C/CAG committees to increase the quantity and diversity of applicants for open committee seats.	Discussion and exploration completed	Annual Report	Conduct study on best practices for stipends for public members. TBD	Fiscal Impact: <i>Staffing & Stipend costs</i> Status:
8. Work with the County on all C/CAG HR actions to identify opportunities to leverage their equity-oriented Human Resources Action Plan, staffing, and other HR resources.	Ongoing opportunity discussions with County HR	Provide updates, if any, to C/CAG Board	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
9. To extent possible, Incorporate equity expertise in or as desired and qualifications in job descriptions for all relevant planning, policy, and programmatic positions.	Percent of recruitments in which equity expertise was included as a desired skill	Executive Director reports to C/CAG Board on new hires and includes	FY2023-24	Fiscal Impact: <i>Staffing</i> Status:

		information on equity credentials, if any/		
10. Ensure that the Equity Framework is included in all onboarding materials for C/CAG Staff, Board members, new staff, and Committee members.	Number of C/CAG, Board members, new staff, and Committee members provided Equity Framework in onboarding	Percent reported in annual Equity Report	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
11. All staff participate in at least one equity-focused training or professional development activity every two years, including County of San Mateo equity trainings available to C/CAG staff.	% of staff participating in equity-focused trainings/professional development activities	Staff report learnings from trainings at all-staff meetings and % reported in annual Equity Report	FY 2023-24 & FY 2024-25	Fiscal Impact: Estimated \$10,000 -\$25,000 per year for equity training/professional development Status:
12. Seek additional resources to help implement the Framework and Action Plan, including funding, and provide staff and leadership with needed support.	Annual evidence of ongoing Equity Framework resource development	Provide update in annual Equity Report to C/CAG Board	FY 2023-24 & Ongoing	Fiscal Impact: <i>Staffing</i> Status:

13. Board of Directors (BOD) is provided an annual presentation from an expert in the field on emerging equity themes relevant to C/CAG's activities.	Annual presentation completed	Annual Report	FY 2024-25	Fiscal Impact: Estimated costs of \$5,000-\$10,000 and <i>Staffing</i> Status:
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- **Goal 3: Promote economic justice and shared prosperity through programs.**
 - **Outcome 1: C/CAG contributes to increased opportunities for Disadvantaged Business Enterprises (DBE).²**

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
14. Explore C/CAG's needs and goals around inclusive procurement and identify next steps and potential tools to achieve those goals.	Assessment of needs, goals, and interventions completed. % of contracts that include DBE requirements	Update in annual Equity Report	TBD	Fiscal Impact: Estimated <i>Consultant costs of \$75,000</i> Status:
15. Join a procurement platform so DBE businesses can sign up to receive notification of C/CAG procurement opportunities.	Identification and joining 1-2 most applicable platforms. Addition of question in RFP asking how proposer (especially DBE's) heard about procurement.	Report outcomes in Annual Report, based on question in RFPs.	FY 2024-25	Fiscal Impact: <i>Staffing a potential cost to join platform.</i> Status:

² "DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and also control management and daily business operations. African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis". <https://www.transportation.gov/partners/small-business/dbe-program>

Category 2: C/CAG Plans, Projects, Policies, and Programs

- **Goal 4: Infuse a pro-equity approach within all relevant projects, plans, and programs.**
 - **Outcome 1: Equity is integrated in the design of projects, programs, and other actions and initiatives.**
 - **Outcome 2: All applicable planning efforts, projects, and programs include an analysis of equity needs, impacts, and benefits.**
 - **Outcome 3: Equity analyses/assessments are shared with the public, including C/CAG Committees/Board.**

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
16. Center equity and climate resiliency in C/CAG's upcoming strategic planning.	Comprehensive inclusion in Strategic Plan RFP & document	Report to C/CAG Board in annual Equity Report	FY 2023-24 Upon launch of Strategic Planning	Fiscal Impact: <i>Staffing</i> Status:
17. Use an Equity Evaluation Tool (EET) to assist staff and decision makers in considering a range of equity considerations at the earliest stages of project, plan, program, and funding call design.	Percent of projects, plans, programs, and funding calls for which staff used the EET.	EET use details presented in staff reports to BOD, for discussion and iteration	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
18. Include an appropriately- scaled equity analysis, assessing benefits and burdens of proposed	Percent of projects, plans, programs, and planning efforts for which an equity	Staff reports and Annual Report.	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
actions, in all projects, programs, and planning efforts.	analysis was completed			
19. Provide committees and Board with a new Equity Section within staff reports to share benefits, burdens, recommendations, at the project, plan, program, and funding approval stage.	Section added to relevant staff reports and presented to committees and Board	All Staff reports	FY2023-24	Fiscal Impact: <i>Staffing</i> Status:

- **Goal 5: Advance equity through the call for projects structure and other funding opportunities for EFA geographies and demographics**
 - **Outcome 1: C/CAG staff, Board, and Committees have a clear understanding of the degree to which grant funded programs and projects are advancing equity.**
 - **Outcome 2: Grant funding trends towards equitable outcomes due in part to changes in C/CAG's approach.**

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
20. Establish equity reporting metrics relevant to C/CAG grant programs to evaluate and report on the percentage of funds benefiting EFA geographies and/or demographics	Equity reporting metrics for C/CAG grants established	Staff reports and Annual Report	FY2023-24	Fiscal Impact: <i>Staffing</i> Status:
21. Periodically, evaluate C/CAG grantmaking spending and consider changes to call for project selection criteria, including the number of points that are allocated for equity outcomes, equitable engagement, and the required local match for projects located in EFA's.	Grantmaking spending evaluated periodically % of call for project funding allocated within EFAs	Staff reports and Annual Reports	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
22. To extent feasible, leverage outside funding to assist EFA's with technical assistance for applicable State and Regional funding applications.	Number of EFA's benefitting from C/CAG technical assistance	Reported in annual Equity Report	FY 2023-24 & Ongoing	Fiscal Impact: <i>Staffing</i> Status:

- **Goal 6: Use data and mapping to help ensure C/CAG's equity goals are tracked and achieved.**
 - **Outcome 1: C/CAG staff leverage data, mapping, and analytical tools that are augmented and refined over time.**

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
23. Establish and update an online equity dashboard, storyboard, and/or other data reporting and visualization strategies to share progress on data and performance measures relevant to C/CAG's Equity Framework, program areas, and activities.	Establishment of dashboard	Annual Report	FY 2024-25	Fiscal Impact: <i>Estimated \$20,000 to establish online visual</i> Status:
24. Update Equity Focus Area mapping by each applicable C/CAG program area in 2025, and every five (5) years thereafter based on available data, changing demographics and community conditions, EFA input, and other considerations	Completion of five-year update	Annual Report	TBD Every five years in alignment with census data updates.	Fiscal Impact: <i>Estimated \$200,000 to update mapping.</i> Status:
25. Work with other county-level agencies to coordinate on mapping and data use, including opportunities to create unified Equity Focus Area maps.	Completion of unified maps with other participating agencies	Report any updates to C/CAG Board, Committees	TBD	Fiscal Impact: <i>Staffing</i> Status:

Category 3: EFA Community Engagement, Empowerment, & Accountability

- **Goal 7: Build and maintain trust, transparency, and lasting relationships with EFA CBO's and leaders and the populations they serve.**
 - **Outcome 1: C/CAG staff have an organized and centralized repository of CBO and community leader contacts to share relevant information with, obtain input from, and partner with when opportunities arise.**
 - **Outcome 2: Decision makers, EFA stakeholders, and the broader community are kept informed of progress towards meeting Equity Framework goals.**
 - **Outcome 3: EFA-serving CBOs are resourced to support C/CAG in reaching historically and currently impacted, underserved, and hard-to-reach populations and to provide valuable input and perspective.**

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
26. Design public participation plans for relevant C/CAG plans and projects; emphasize and sufficiently fund outreach to areas of greatest need and utilize equitable public participation best practices. Use multiple communication and engagement strategies that are most appropriate for target audiences.	Qualitative evaluation of EFA participation in C/CAG projects, programs, plans, and policies	Report to Board via Equity Section in Staff reports and Annual Report	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
27. Incorporate adequate budget to support participation and input from EFA-serving CBO's and community leaders in C/CAG projects, grant proposals, and planning efforts.	% of total outreach dollars budgeted for CBO engagement	Staff reports and Annual Report	FY 2023-24	Fiscal Impact: <i>Estimated at \$30,000 per major project. (grant applications would</i>

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
Obtain feedback on the methodology and funding amount from CBO's.				<i>include funding for CBO participation)</i> Status:
28. Establish and maintain a database of Equity Focus Area (EFA) contacts that C/CAG staff can use for communications and community engagement purposes.	Establishment and annual update	Report Establishment and updates in the annual Equity Report	FY 2023-24	Fiscal Impact: <i>Estimated \$5k-\$10k each year</i> Status:
29. Use C/CAG's EFA database to inform equity-focused CBOs of nonprofit funding opportunities within calls for projects, opportunities to serve on C/CAG Committees, and other opportunities to improve equitable public participation. (Obtain feedback on the methodology and funding amount from CBO's)	Percent of EFA CBOs in the C/CAG database engaged in projects, programs, plans, and policies. Awareness of C/CAG's programs and opportunities to engage, or actual engagement via Annual CBO survey	Annual Report	FY 2023-24 & Ongoing	Fiscal Impact: <i>Staffing</i> Status

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
30. Complete a study on improving language accessibility in C/CAG materials and website with plan for necessary updates.	Completion of study and plan	Report to C/CAG Board on completion of study and plan	TBD	Fiscal Impact: <i>Estimated \$30,000 for consultant review</i> Status:
31. Provide an Equity Framework overview and update at a relevant public meeting each year to report on gaps, progress, lessons learned, and adjustments towards meeting Equity Framework performance measures.	Equity Framework overview and update completed publicly, annually	Annual Report times to budget process, with follow up public meeting.	FY2023-25	Fiscal Impact: <i>Staffing</i> Status:

Category 4: Countywide Leadership, Coalition Building, and Advocacy

Goal 8: Provide countywide equity leadership.

Outcome 1: C/CAG serves and is increasingly seen as a leader in equity advancement efforts in San Mateo County.

Actions	Performance Indicators	Reporting	Implementation Timeline	Fiscal Impact & Implementation Status
32. Ensure inclusion of equity in annual Legislative Priorities, and actively support legislation that helps advance and does not run counter to C/CAG's Equity Framework.	Inclusion of Equity Section in Legislative Priorities document.	Annual Report	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
33. Help SMC cities and the County meet equity standards in new state/federal requirements, including gaining HCD Pro Housing Designation Housing Supportive Community status by sharing equity best practices and other strategies.	Percent of cities + County that hold HCD Pro Housing designation	Reported annually in C/CAG Equity Report	FY 2024-25	Fiscal Impact: <i>Staffing</i> Status:
34. Encourage regional and state standards that support C/CAG Equity Framework Goals in grants funding guidelines.	Percent of external sources of funding include equity as a criterion	Reported annually in C/CAG Equity Report	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:

35. Send C/CAG's Equity Framework and Action Plan to all elected officials in San Mateo County, with annual updates on progress towards meeting commitments and actions.	Upon comp	Reported annually in C/CAG Equity Report	FY 2023-24	Fiscal Impact: <i>Staffing</i> Status:
36. Support the next generation of equity focused planners and engineers by exploring options for funding relevant external scholarship opportunities for students in our local region, etc.	Partner established and funding a C/CAG scholarship annually	Reported to C/CAG Board when established and reported annually in C/CAG Equity Report. Post info on C/CAG website.	FY 2024-25	Fiscal Impact: <i>Estimated at \$5,000 to \$10,000 and Staffing</i> Status:

Summary of Stakeholder Meetings

Future dates are listed in **green**:

Body	Dates
C/CAG Board- 4 Public Meetings	April 14, 2022 - Contract October 13, 2022 February 9, 2023 March 9, 2023 September 14, 2023 October 12, 2023 November 9, 2023
C/CAG Board Ad-Hoc Committee- 2 meetings	May 4, 2023 August 2, 2023 TBD
Staff – C/CAG- 9 meetings	September 27, 2022 December 14, 2022 February 22, 2023 March 14, 2023 April 26, 2023 May 8, 2023 May 15, 2023 June 6, 2023 August 23, 2023
BPAC Committee- 1 Public Meeting	January 26, 2022 September 28, 2023
CMEQ Committee- 1 Public meeting	November 28, 2022 September 25, 2023
CMP TAC	September 21, 2023
RMCP Committee- I Public Meeting	October 19, 2022 September 20, 2023
Agency Partners- 4 Meetings	August 30, 2022 November 30, 2022 March 20, 2023 July 21, 2023
Community Partners- 4 Meetings	September 9, 2022 November 30, 2022 March 20, 2023 July 27, 2023

C/CAG AGENDA REPORT

Date: September 21, 2023

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Regional Project and Funding Information

(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receives information on regional project and funding related items.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

Project Delivery

FHWA Policy for Inactive Projects

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Please continue to send invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project. Obligated funds should be able to be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a certification will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Sui Tan at stan@bayareametro.gov if you need to update your certification.

Caltrans District 4 – Local Assistance Contacts

See Attachment 3 for the current staff contact list for Caltrans District 4 Office of Local Assistance.

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 4) and work with Caltrans Local Assistance to take appropriate action.

Any work done on projects past the PED is not eligible for reimbursement. PEDs should be extended prior to the expiration of the current PED. If a PED is extended after its lapse, then the work done during the lapsed period is not reimbursable. PEDs must be extended through an E-76 modification. Please plan on the E-76 approval process to take at least 4 weeks.

Caltrans Division of Local Assistance (DLA), Office of Project Implementation provides guidance and support to local agencies in managing the Federal-aid projects. The Project End Date (PED), analogous to the previously used Agreement End Date (AED), is the date that an agency estimates to identify the end of a project phase's Period of Performance (end of Federally participating work). It is defined as the date after which no additional federally participating costs may be incurred for an authorized phase of work.

The look ahead report attached lists projects with (i) expired PED, (ii) PED to expire within the next three months, (iii) PED to expire within the next 6 months and (iv) PED to expire in more than 6 months but with lapses in the past. The purpose of this list is to alert local agencies of expired or expiring PEDs, so they can initiate PED extension requests where necessary and/or contact DLAEs for further assistance. Projects with final invoices submitted do not require a PED extension.

Caltrans Authorization of Federal Funds: Unique Entity Identifier Requirements

Beginning July 17, 2023, a Unique Entity Identifier (UEI) will be required for all E76 submittals to authorize federal funds. The UEI replaces the Data Universal Numbering System (DUNS) number.

Caltrans Division of Local Assistance has created an online/editable Smartsheet which can be used for local agencies to verify their current UEI is accurate. The editable Smartsheet link is here: <https://app.smartsheet.com/b/publish?EQBCT=339b738857f44033b2e7d9a95742c38d>.

A local agency can use the list in the link to confirm that the Assumed UEI is correct by using the dropdown option. If the UEI needs to be updated, the current UEI should be provided in the appropriate cell. The name and email for an Agency Representative should also be provided. All changes in the Smartsheet must be saved or they will be lost. Responses are limited to the four highlighted columns.

Agency UEIs can be viewed on the SAM.Gov website (<https://sam.gov/content/home>) if the local agency has a valid account.

2023 Local Assistance Procedures Manual (LAPM) and Local Assistance Program Guidelines

Caltrans Division of Local Assistance has published the 2023 Local Assistance Procedures Manual (LAPM) and 2023 updates to the Local Assistance Program Guidelines (LAPG). Changes are documented in the Local Programs Procedures (LPP) 22-01 document and can be downloaded at: <https://dot.ca.gov/-/media/dotmedia/programs/localassistance/documents/lpp/lpp22-01.pdf>

Current and Upcoming Funding Opportunities

MTC Active Transportation Technical Assistance Program

MTC recently completed its first Active Transportation Plan, which updated MTC's Complete Streets (CS) Policy, identified an Active Transportation (AT) Network, and prioritized a 5-Year Implementation Plan (IP). The AT Network is a 3,244 mile network created using regionally significant segments of locally adopted plans/networks with equity, mode shift and safety as the core elements. Together, the CS Policy and AT Network will help the Bay Area reach mode shift, equity, and safety goals.

During the AT Plan process, MTC heard the need for various forms of AT Technical Assistance (TA), including project design assistance, help completing state Active Transportation Program (ATP) and other AT grant applications, as well as educational capacity-building assistance (e.g. working together with emergency response staff to deliver Complete Streets projects).

As part of the 5-Year IP, MTC is launching an AT Technical Assistance (TA) Program with a goal of spurring implementation of MTC's CS Policy and AT Network, while also securing additional statewide and other AT funding for the region. Up to \$5 million will be available through the AT TA Program (pending Commission final approval, anticipated September 2023)

MTC is soliciting a Call for Interest from local agencies that need or will benefit from AT TA to:

- Advance an AT project to delivery and/or
- Compete for state ATP Cycle 7 funding anticipated in 2024.

Call for Interests forms are due on September 29. See form and additional info here:

<https://docs.google.com/forms/d/e/1FAIpQLSd3-IhCPibZeVeYbkgGb50qShF58qEVK0VHjjDHFtWBY3M0rw/viewform>

Thriving Communities Program

USDOT's Thriving Communities Program (TCP) provides technical assistance, planning, and capacity building support to teams of community partners that may lack the staffing or technical expertise to scope, fund, and develop infrastructure projects that advance broader community goals.

TCP will provide 2 years of deep-dive assistance and 3 years of facilitated peer learning support to selected communities to help them plan and develop a pipeline of comprehensive transportation, housing, and community revitalization activities.

Letters of Interests are due on November 15, 2023. More information can be found here: <https://www.localassistanceblog.com/2023/09/12/fy-2023-thriving-communities-program-is-open/>

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

The Bipartisan Infrastructure Law (BIL) established the Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant program with \$100 million appropriated annually for fiscal years (FY) 2022-2026.

The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. The FY23 Stage 1 Notice of Funding Opportunity (NOFO) is now open until 10/10/2023. More information can be found here: <https://www.transportation.gov/grants/SMART>

Regional Planning Update

Plan Bay Area 2050 Plus Update

Plan Bay Area 2050, adopted in October 2021, is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area. MTC/ABAG has started the update process to Plan Bay Area, which occurs every four years. The update that will begin this summer is called Plan Bay Area 2050+. It is intended to be limited and focused. The horizon year will remain at year 2050.

There are several parallel regional planning efforts that will feed into Plan Bay Area 2050+. These include a revisioning of the region's transit system under a financially constrained future, identification and prioritization of sea level rise adaptation investments needed, and a study of pricing on freeways throughout the region that have parallel transit service.

MTC/ABAG have asked County Transportation Agencies to support strategic updates to the plan over the next 12-14 months. This primarily involves updating costs and descriptions of projects listed in the transportation project list. Below is the tentative schedule for Plan Bay Area 2050+.

Plan Bay Area 2050+ General Timeline for the Transportation Element

Summer 2023	Submit project cost, description, and timeline updates for current major projects in Plan Bay Area (>\$250 million year-of-expenditure)
Fall 2023	Submit new, regionally significant project proposals for consideration in Plan Bay Area 2050+ & MTC evaluates major projects and estimates revenues available through 2050
Winter 2023/24	Submit updates to all projects in the transportation project list, including programmatic categories
Spring/Summer 2024	Finalize transportation project list
July 2024	MTC adopts a fiscally constrained project list
2025	Plan Bay Area 2050+ final adoption of all components and environmental report

2022 Regional Pavement Condition Summary Report – Draft

MTC’s Local Streets & Roads Program staff has completed the 2022 regional pavement condition summary report. The pavement condition index (PCI) scores, presented in the 2022 regional pavement condition summary report, reflect the information contained in each jurisdiction’s StreetSaver® database. The 2022 PCI scores are weighted by pavement section area. Please note that the PCI scores are based on pavement conditions and maintenance and rehabilitation work completed as of 12/31/2022.

Please review the draft report (Attachment 5) for accuracy. Any discrepancies must be resolved by October 2, 2023. The press release is tentatively scheduled by the end of October or beginning of November. Please reach out to MTC Staff Sui Tan (stan@bayareametro.gov) if you have any questions.

Training Opportunities

California Local Technical Assistance Program (CALTAP)

The online training catalog for the California Local Technical Assistance Program (CALTAP) has been recently updated to provide a comprehensive catalog of local assistance training that focuses specifically on the needs of California’s public transportation agencies. Upcoming trainings include California Traffic Engineering License Exam Review and Pavement Life Cycle Cost Analysis. Click here to access the full catalog: <https://caltap.org/training-calendar.aspx>.

APWA & Connect LTAP Connect Webinar – Grant Writing

American Public Works Association (APWA) with Connecticut Local Technical Assistance Program (LTAP) are providing a free webinar, where participants learn the basics of how to tackle and complete a grant or funding application. Topics will cover reviewing and understanding application requirements, organization to collect the application's information, readability of application, and considerations for strengthening the application's chances of being funded. Webinar will be on September 28, 2023 at 8am PT. Register here:
<https://us02web.zoom.us/meeting/register/tZYofu-trDMrHty8xo76yvYh-0B0ML-YN1#/registration>

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of July 25, 2023
2. MTC's PMP Certification Status of Agencies within San Mateo County as of July 25, 2023
3. Caltrans District 4 – Local Assistance Contacts
4. Caltrans Lapsed Project End Dates as of September 1, 2023
5. 2022 Regional Pavement Condition Summary Report – Draft

Updated on 08/29/2023 4th quarter inactive projects
> \$50,000 unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5029039	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0422000084L	STPL	4	SM	Redwood City	ROOSEVELT AVENUE, EL CAMINO REAL TO ALAMEDA DE LAS PULGAS, REDWOOD CITY, CA THE CITY OF REDWOOD CITY PROPOSES INSTALLATION OF QUICK-BUILD IMPROVEMENTS TO REDUCE SPEEDING, ENHANCE CROSSING, AND ADDRESS OVERALL TRAFFIC SAFETY. THE PROJECT IS ALONG ROOSEVELT AVENUE BETWEEN EL CAMINO REAL AND ALAMEDA DE LAS PULGAS. PROJECT WORK ENTAILS TO INSTALL RECTANGULAR RAPID FLASHING BEACONS, BULB-OUTS, A MINI ROUNDABOUT, HIGH-VISIBILITY AND RAISED CROSSWALKS, BICYCLE-FRIENDLY SPEED HUMPS, ADVANCE YIELD SIGNAGES, SPLITTER ISLAND, WAYFINDING SIGNAGE BICYCLE CROSSING, GREEN BACK BIKE SHARROW PAVEMENT MARKINGS, TRAVEL LANE REDUCTION (LANDSCAPING, SEATING, AND BIKE RACKS), AND PUBLIC ART AT BULB-OUTS (PAINTED BULB-OUTS). ALL WORK PROPOSED WILL BE WITHIN THE CITY OF REDWOOD CITY'S RIGHT-OF-WAY.	9/12/2022	9/12/2022		9/12/2022	9	Y240	\$1,012,462.00	\$755,000.00	\$0.00	\$755,000.00
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0417000486L	BRLS	4	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PILARCITOS CREEK; BR 35C0025 REHABILITATE HISTORIC BRIDGE . NO ADDED CAPACITY	01/03/2023	2/27/2018	1/3/2023	1/3/2023	6		\$1,291,000.00	\$1,142,922.00	\$784,701.56	\$358,220.44
5268022	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0421000026L	STPL	4	SM	Belmont	BELMONT: CHULA VISTA FROM ALAMEDA DE LAS PULGAS TO RALSTON AVE, 6TH AVENUE FROM RALSTON AVENUE TO HILL STREET, 6TH AVENUE FROM EMMETT AVENUE TO HARBOR BLVD. CYPRESS AVE FROM LAUREL TO MIDDLE RD, DALEVIEW FROM HILLER TO OLD COUNTY RD, ELMER FROM RALSTON AVENUE TO O'NEILL, NOTRE DAME AVE FROM ARBOR TO MILLER, LAUREL FROM HILL STREET TO CYPRESS AVENUE AND HARBOR BLVD FROM MOLITAR TO EL CAMINO REAL. PAVEMENT REPAIR AND REHABILITATION, CRACK SEALING, SLURRY SEALING, THERMOPLASTIC STRIPING AND PAVEMENT MARKINGS, ACCESS RAMPS AND SIGNAGE.	10/11/2022	3/4/2022	10/11/2022	10/11/2022	9		\$546,470.50	\$467,000.00	\$238,954.01	\$228,045.99
5390006	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0423000011L	STPL	4	SM	Portola Valley	WESTRIDGE DRIVE FROM APPROXIMATELY ALPINE ROAD TO CERVANTES ROAD PAVEMENT PRESERVATION INCLUDING PAVEMENT GRINDING, BASE REPAIR, SLURRY SEAL, THERMOPLASTIC TRAFFIC STRIPING AND PAVEMENT MARKINGS, AND OTHER MISC. WORK RELATED TO ROAD RESURFACING	01/20/2023	1/20/2023		1/20/2023	6	Y230	\$849,578.62	\$201,000.00	\$0.00	\$201,000.00
5268021	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0419000270L	CML	4	SM	Belmont	RALSTON AVENUE FROM SOUTH RD TO ALAMEDA DE LAS PULGAS BIKE AND PEDESTRIAN IMPROVEMENTS	09/15/2022	12/23/2020	9/15/2022	9/15/2022	10		\$2,966,145.00	\$1,000,000.00	\$861,605.02	\$138,394.98
5177033	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000209L	CML	4	SM	South San Francisco	EL CAMINO REAL (SR82: PM20.6-20.9) DR CHESTNUT TO ARROYO AVE IMPROVE PED. CROSSINGS, BULB OUT, ADA RAMPS	12/01/2022	1/31/2014	12/1/2022	12/1/2022	7	Z003,M003	\$7,088,262.00	\$1,000,000.00	\$920,086.98	\$79,913.02

< \$50,000 unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5029024	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	0400021045L-N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	71	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5029025	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	0400021046L-N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	71	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000122L	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	36	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5029032	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	08/28/2019	3/21/2014	8/28/2019	8/28/2019	47		\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000121L	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	36	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

\$1,000 or less unexp. Balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204125	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0413000206L	FERPL	4	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	48	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5438015	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000191L	HPLUL	4	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	01/27/2023	11/27/2013	1/27/2023	1/27/2023	6	LY20,HY20	\$14,138,000.00	\$760,000.00	\$760,000.00	\$0.00
6204113	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0400000684L	CML	4	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	01/24/2020	1/30/2014	1/24/2020	2/24/2022	42		\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
6204111	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0400000743L	HPLULCML	4	SM	Caltrans	STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT	05/26/2017	11/1/2013	5/26/2017	5/26/2017	74	HY10	\$10,166,000.00	\$3,390,749.00	\$3,390,749.00	\$0.00
5935044	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04924729L	CML	4	SM	San Mateo County	MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL	06/24/2010	2/5/2009	6/24/2010	6/17/2013	157		\$184,604.00	\$163,429.29	\$163,429.29	\$0.00

PMP Certification September 7, 2023

Expired

Certified (including Pending & Extension)

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
San Mateo	Atherton	8/31/2022	8/31/2024	23	Certified
San Mateo	Belmont	11/1/2021	12/1/2023	22	Certified with Pending
San Mateo	Brisbane	9/1/2022	9/1/2024	23	Certified
San Mateo	Burlingame	11/15/2022	11/30/2024	23	Certified
San Mateo	Colma	11/7/2022	11/30/2024	23	Certified
San Mateo	Daly City	11/2/2022	11/30/2024	23	Certified
San Mateo	East Palo Alto	8/15/2020	9/1/2023	24	Certified with Pending
San Mateo	Foster City	8/7/2021	9/1/2023	24	Certified with Pending
San Mateo	Half Moon Bay	11/1/2021	12/1/2024	22	Certified with Extension
San Mateo	Hillsborough	11/3/2022	11/30/2024	23	Certified
San Mateo	Menlo Park	12/17/2022	12/31/2024	23	Certified
San Mateo	Millbrae	11/15/2022	11/30/2024	23	Certified
San Mateo	Pacifica	8/28/2020	9/1/2022	23	Certified with Pending
San Mateo	Portola Valley	2/28/2021	3/1/2023	24	Certified with Pending
San Mateo	Redwood City	12/1/2021	12/21/2023	22	Certified
San Mateo	San Bruno	8/3/2019	9/1/2021	24	Certified with Pending
San Mateo	San Carlos	7/31/2022	7/31/2024	23	Certified
San Mateo	San Mateo	9/3/2020	10/1/2023	24	Certified with Pending
San Mateo	San Mateo County	12/31/2022	12/31/2024	23	Certified
San Mateo	South San Francisco	2/23/2020	3/1/2023	24	Certified with Pending
San Mateo	Woodside	8/19/2020	9/1/2023	24	Certified with Pending

(*) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to:

http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx



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111 Grand Avenue, Oakland, CA 94612
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OLA Conference Room #12-688: (510) 286-5665

ATTACHMENT 3

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(DBE/EEO Program Coordinator) SM/SF/CC Counties

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David Pneh, Transp. Engr., Contra Costa County, PPM/XCH/FTA (510) 407-4760
Ruben Izon, Transp. Engr., San Francisco, DBE Support (341) 766-2527
Michael Hufana, AGPA, Invoice/Local Assistance Program Support (510) 849-7984

Singh, Bahadur, Sr. TE (Unit 0644) (510) 496-9543
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Kevin Tran, Transp. Engr., Alameda & Santa Clara cities (510) 926-0602
VACANT, Transp. Engr., Alameda & Santa Clara cities (510)
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Calvin Tan, AGPA, Reports/Local Assistance Program Support (341) 766-2465

Sealey, Herman, Sr. TE (Unit 0643) MRN/NAP/SOL/SON counties (510) 926-0556
(HBP Coordinator)

Robert Le, Transp. Engr., Marin cities & County, (510) 960-0938
Moon Rana, Transp. Engr., Solano cities & County (510) 421-8017
Ken Nguyen, Transp. Engr., Sonoma County only (510) 960-0934
Kristoffer Flores, Transp. Engr., Sonoma/Marin cities/Napa County, SMART ... (510) 853-4077
VACANT, AGPA, Invoice/Local Assistance Program Support (510)

Tom Holstein, Sr. Env. Planner (Unit 0659) (510) 960-0794
(Environmental Manager)

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Dan Rivas, Assoc. Env. Planner, Napa, San Francisco, Santa Clara, Alameda (510) 496-9416
Thomas Premo, Env. Planner, Alameda, Contra Costa, Solano (510) 496-9273
Hugo Ahumada, Assoc. Env. Planner, Marin, San Mateo, Sonoma (510) 506-9362
Keevan Harding, Assoc. Env. Planner (Biologist) (510) 421-4327
VACANT, AGPA, Environmental/Local Assistance Program Support (510)

Xi Zhang, Sr. TE (Unit 0643) (510) 960-0785
(ATP/HSIP Coordinator, Database//Env/IT Support, Santa Clara County only)

Louis Schuman, Sr. TE (Unit 0642) (510) 960-0820
(SB-1/STIP/Discretionary & Section 130 Coordinator, GGBHTD/BART)

Haiyan Zhang, Sr. Env. Planner (HQ, NEPA Assignment) (510) 286-5235
Girmay Beyene, Sr. TE (HQ, Construction Oversight Engineer) (916) 275-4587
Patrick Dussell, Sr. TE (HQ, Construction Oversight Engineer) (916) 202-9216
Linda Phoen, Clean CA Local Grant Program Sr. TE (D4-Maint.) (408) 595-4007

Project End Date Reporting

*** Submit PED extension requests at least one month prior to expiration to account for processing times and reduce nonparticipating gaps ***

Last Updated: 9/1/2023

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5935(064)	BPMP	San Mateo County	25.0%		08/10/18				10/31/22 *	-11	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5268(021)	CML	Belmont	50.0%				12/23/20	Dist "Final"	11/01/22	-11	● PED Expired	1	Approv		1			SEQ# 1(11/1/2022 to Present)	0419000270		ACTIVE
5177(033)	CML	South San Francisco	75.0%		01/31/14				03/31/23	-6	● PED Expired	4	Approv		2	3-WR	Yes (Partial)	SEQ# 4(3/31/2023 to Present) SEQ# 3(09/01/2020 to 1/14/2021)w	0414000209	2W	ACTIVE
5357(010)	BRLS	Half Moon Bay	50.0%		02/27/18				06/30/23 *	-3	● PED Expired	2	Approv		1			SEQ# 2(6/30/2023 to Present)	0417000486		ACTIVE
5935(075)	ATPLNI	San Mateo County	25.0%				06/15/17		01/01/24	4	● PED 3 to < 6 mos	2	Approv						0417000250	2W	ACTIVE
5029(032)	BPMP	Redwood City	0.0%		03/21/14				03/21/24 *	6	◆ PED 6+ mos	2	Approv						0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	50.0%				03/04/22		05/01/24	8	◆ PED 6+ mos	1	Approv						0421000026		ACTIVE
5935(087)	STPL	San Mateo County	25.0%		11/01/21		08/29/22		06/30/24	10	◆ PED 6+ mos	3	Approv						0422000053		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18				07/28/24	11	◆ PED 6+ mos	2	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5376(016)	STPL	Brisbane	0.0%				12/06/22		09/15/24	12	◆ PED 6+ mos	2	Approv						0421000136		ACTIVE
5196(040)	ATPL	Daly City	50.0%		04/17/17		07/02/20		09/30/24	13	◆ PED 6+ mos	3	Approv		1			SEQ# 2(12/31/2022 to 3/29/2023)	0417000097		ACTIVE
5438(011)	HPLUL	East Palo Alto	100.0%		04/04/12		03/02/18		09/30/24	13	◆ PED 6+ mos	7	Approv		1			SEQ# 6(9/30/2022 to 4/11/2023)	0400021118	2W	ACTIVE
5102(051)	STPL	San Mateo	50.0%				03/07/22		10/31/24	14	◆ PED 6+ mos	2	Approv						0420000363		ACTIVE
5196(044)	STPL	Daly City	50.0%				01/05/23		12/29/24	16	◆ PED 6+ mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	75.0%				09/09/22		12/31/24	16	◆ PED 6+ mos	3	Info Only						0422000384		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18				01/01/25	16	◆ PED 6+ mos	2	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066		ACTIVE
5171(026)	STPL	Burlingame	0.0%				03/27/23		01/29/25	17	◆ PED 6+ mos	1	Approv						0422000319		ACTIVE
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	19	◆ PED 6+ mos	1	Approv						0423000011		ACTIVE
6419(027)	CMLNI	City/County Association of Governments of San Mateo County	0.0%				10/18/17		03/31/25 *	19	◆ PED 6+ mos	2	Approv						0418000108	2W	ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	22	◆ PED 6+ mos	5	Approv		1			SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5226(026)	STPL	San Bruno	50.0%				09/13/22		06/30/25	22	◆ PED 6+ mos	2	Approv						0422000095		ACTIVE
5029(039)	STPL	Redwood City	0.0%				09/12/22		08/31/25	24	◆ PED 6+ mos	2	Approv						0422000084		ACTIVE

Project End Date Reporting

Last Updated: 9/1/2023

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Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5357(011)	CML	Half Moon Bay	50.0%				02/21/23		12/31/25	28	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5177(039)	BPMP	South San Francisco	75.0%		11/19/19				04/30/26	32	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE
5177(040)	CML	South San Francisco	75.0%		01/04/19		09/09/22		12/31/26	40	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo Countv	0.0%	05/02/23					06/30/28	58	◆ PED 6+ mos	1	Approv						0423000222		ACTIVE
5333(013)	BHLS	Woodside	0.0%		03/16/12				NA	*	■ No PED Established	3	Approv						0412000121	2W	ACTIVE
5333(014)	BHLS	Woodside	0.0%		03/16/12				NA	*	■ No PED Established	3	Approv						0412000122	2W	ACTIVE
5029(024)	BPMP	Redwood City	0.0%		04/13/11				NA	*	■ No PED Established	1	Approv						0400021045	2W	ACTIVE
5029(025)	BPMP	Redwood City	0.0%		04/13/11				NA	*	■ No PED Established	1	Approv						0400021046	2W	ACTIVE
5935(044)	CML	San Mateo County	25.0%				02/05/09	"Fin" Invoice	NA-Zero \$	*	■ No PED Established	3	Approv						0400001511		ACTIVE

METROPOLITAN
TRANSPORTATION
COMMISSIONBay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Joint Partnership - Local Street & Roads - Programming
& Delivery Working Groups (LSRPDWG)

DATE: September 14, 2023

FR: Sui Tan

RE: 2022 Regional Pavement Condition Summary Report – Draft

MTC's Local Streets & Roads Program staff has completed the 2022 regional pavement condition summary report. The pavement condition index (PCI) scores presented in the 2022 regional pavement condition summary report reflect the information contained in each jurisdiction's StreetSaver[®] database. The 2022 PCI scores are weighted by pavement section area. Please note that the PCI scores are based on pavement conditions and maintenance and rehabilitation work completed as of 12/31/2022. Reports generated for a different date may vary from what is shown in this report.

2022 Regional Pavement Condition Summary

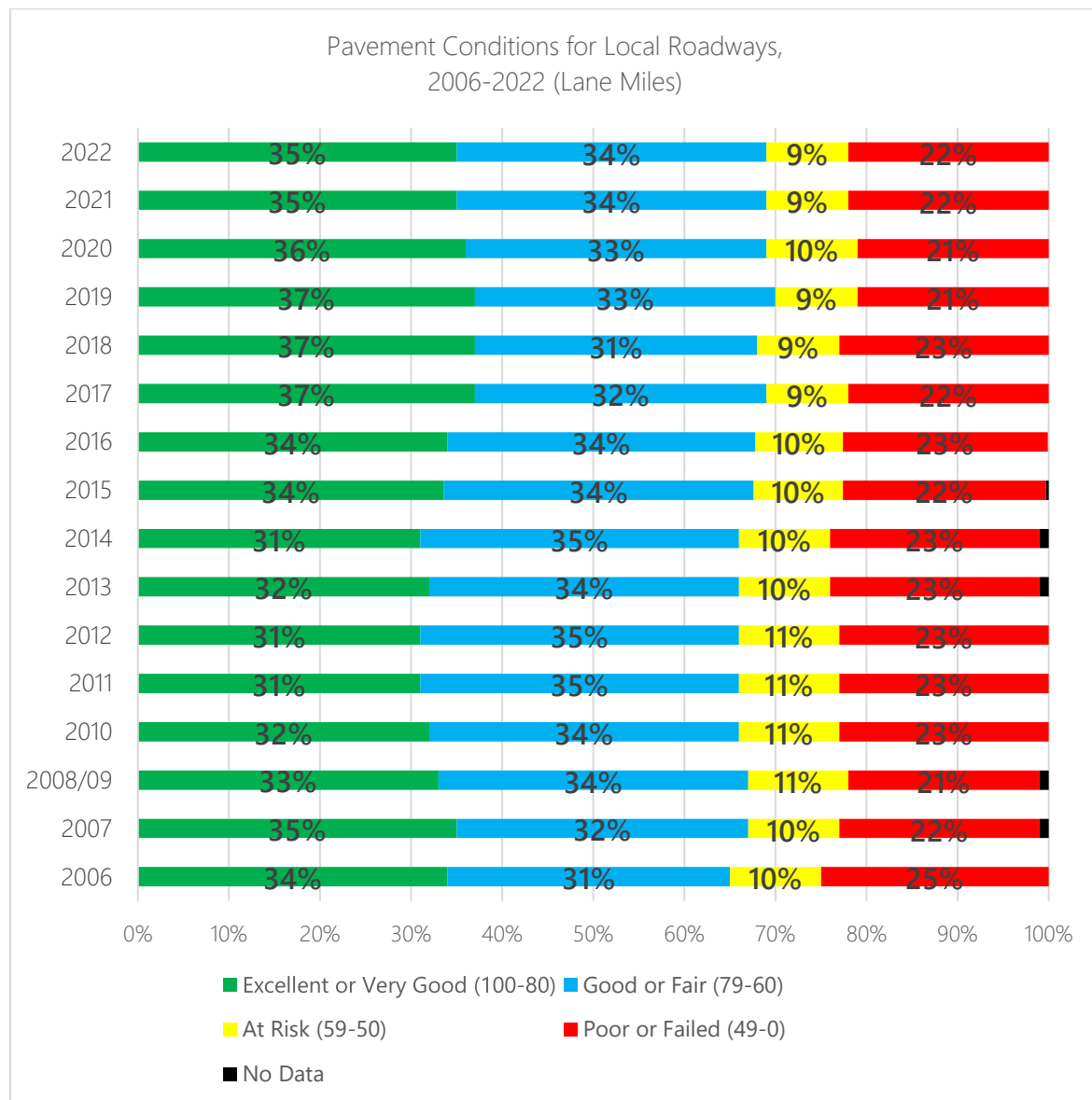
In 2022, there were 44,034 lane-miles of local streets and roads reported in the San Francisco Bay Area, an overall network increase of 81 lane-miles as compared to 2021. This increase was driven primarily by new sections being added to the StreetSaver[®] database.

The Bay Area's average network PCI in 2022 was 67, out of a maximum possible of 100, while the three-year moving average PCI was maintained at 67. As shown in the chart below, Bay Area roads in "Excellent or Very Good" category have been stable at 35 percent from 2021 to 2022, while holding the "At Risk" category at 22 percent.

Countywide, San Mateo and Santa Clara have inched up with one PCI point overall. Alameda, Marin, San Francisco, and Sonoma have maintained their overall PCIs at no change. Contra Costa and Solano saw a decrease by one PCI point while Napa dropped two PCI points. This report reflects the impact of Senate Bill 1 funding that was approved in April 2017. In 2022, most cities and counties were able to catch up on delayed repairs from the 2020 pandemic year.

MTC's goal is to provide information that accurately reflects current pavement conditions in the region. Any condition assessment or road repairs and maintenance completed after 12/31/2022 are not included in this report and will be included in the 2023 PCI scores, which will be compiled next year.

Please review the attachments for accuracy. Any discrepancies must be resolved by **October 2, 2023**. The press release is tentatively scheduled by the end of October or beginning of November.



Regional Weighted Network PCI (Year over Year)												
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Weighted PCI	66	66	66	66	67	67	67	67	67	67	67	67

For more information, please contact Sui Tan at stan@bayareametro.gov , 415-778-5844.

Attachment 1: 2022 Jurisdiction Ranking Summary

Lists jurisdictions with PCI scores in the Top and Bottom 10, Greatest Increase/Decrease, and Three-year moving averages.

Attachment 2: Bay Area Jurisdiction 2022 PCI Scores

Provides detailed information on individual jurisdiction PCI scores.

Attachment 3: Bay Area Countywide 2022 PCI Scores

Provides regional and county by county comparison

Attachment 1 - DRAFT

2022 Jurisdiction Ranking Summary

Year-over-Year Ranking

Best	2022
Larkspur	85
Orinda	84
Palo Alto	83
Cupertino	82
Emeryville	81
Solano County	81
Hillsborough	80
Brentwood	79
Daly City	79
Los Altos Hills	79
Yountville	79

Worst	2022
Petaluma	43
Napa County	45
Vallejo	46
St Helena	48
Pacifica	49
Benicia	52
Suisun City	52
Sonoma County	53
Millbrae	54

Greatest Increase	2022
Sebastopol	12
Los Altos	10
Larkspur	9
Pacifica	8
Cloverdale	8
Emeryville	8
Healdsburg	7
Pleasant Hill	6
San Anselmo	5
Los Gatos	5
Mill Valley	5
South San Francisco	5
Monte Sereno	3
Petaluma	3

Greatest Decrease	2022
Union City	-6
Napa	-4
Petaluma	-3
Benicia	-3
Suisun City	-3
Richmond	-3
San Bruno	-3
Belmont	-3
San Pablo	-3
Newark	-3

3-Year Moving Average Ranking

Best	2022
Orinda	84
Palo Alto	83
Cupertino	83
Dublin	80
Solano County	80
Brentwood	80
Danville	79
Los Altos Hills	79

Worst	2022
Pacifica	43
Petaluma	44
Napa County	45
Vallejo	46
Sebastopol	48
St Helena	49
Sonoma County	52
Benicia	52
Oakland	54

Updated 2023-08-09

Attachment 2: Bay Area Jurisdiction 2022 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
					2022 Annual PCI Score				Change		3-YR Moving Average		
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2021 Network PCI	Change, 2021 to 2022	2020	2021	2022
Alameda	308.5	139.9	25	36	67	70	69	67	66	1	70	70	67
Alameda County	993.1	472.7	9	41	75	75	73	74	71	3	71	72	72
Albany	62.9	32.3	40	24	53	58	61	59	57	2	57	56	57
Berkeley	449.6	214.6	42	23	59	62	53	56	56	0	57	58	56
Dublin	349.2	170.8	3	53	76	76	81	78	80	-2	85	84	80
Emeryville	47.4	20.0	0	52	83	80	79	81	73	8	74	74	76
Fremont	1094.2	502.3	7	22	73	70	69	71	71	0	73	73	72
Hayward	681.4	291.3	20	53	72	67	70	70	69	1	70	70	69
Livermore	733.7	349.1	5	49	73	74	78	76	78	-2	79	79	78
Newark	256.0	101.1	16	36	74	72	69	71	74	-3	75	74	72
Oakland	2051.8	844.0	44	32	71	57	48	57	58	-1	53	52	54
Piedmont	78.4	38.8	27	27	65	67	62	64	62	2	64	64	63
Pleasanton	515.0	213.3	4	51	72	76	81	77	77	0	79	78	78
San Leandro	393.8	181.7	37	22	69	64	46	55	56	-1	57	55	55
Union City	329.9	138.0	13	27	66	67	71	69	75	-6	78	77	73
Alameda Countywide	8,345	3,710	22	36	71	68	66	67	67	0	68	68	67
Antioch	683.2	336.8	23	26	79	69	60	65	63	2	68	66	64
Brentwood	425.9	191.3	1	49	76	81	79	79	79	0	82	81	80
Clayton	94.2	42.4	1	41	76	75	80	78	77	1	82	81	78
Concord	716.9	310.2	46	15	62	63	52	55	56	-1	60	59	56
Contra Costa County	1,337.8	654.0	11	28	76	69	66	70	71	-1	72	71	70
Danville	324.0	158.2	7	57	76	75	78	77	79	-2	80	80	79
El Cerrito	137.0	67.8	9	20	71	69	68	69	70	-1	80	76	70
Hercules	124.6	59.9	23	22	70	68	61	64	65	-1	67	67	65
Lafayette	199.3	92.1	1	31	77	73	75	75	74	1	76	75	75
Martinez	233.0	121.6	15	28	64	73	70	69	66	3	63	64	67
Moraga	113.4	58.7	13	38	69	70	73	71	73	-2	72	74	73
Oakley	293.2	140.4	10	38	68	67	73	71	73	-2	77	76	73
Orinda	190.7	93.4	2	80	84	80	85	84	83	1	75	81	84
Pinole	118.6	52.0	43	26	61	49	55	55	57	-2	62	59	56

Attachment 2: Bay Area Jurisdiction 2022 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
					2022 Annual PCI Score				Change		3-YR Moving Average		
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2021 Network PCI	Change, 2021 to 2022	2020	2021	2022
Pittsburg	343.9	170.0	32	22	68	59	56	59	61	-2	62	61	60
Pleasant Hill	225.4	109.7	12	40	77	78	70	73	67	6	67	67	69
Richmond	583.4	292.8	35	22	60	56	56	57	60	-3	64	63	60
San Pablo	104.2	48.5	19	25	76	71	61	67	70	-3	72	71	69
San Ramon	508.2	242.5	2	48	79	78	78	78	78	0	78	78	78
Walnut Creek	398.8	194.1	15	30	72	71	68	70	72	-2	73	73	72
Contra Costa Countywide	7,156	3,436	18	32	73	70	67	68	68	0	70	70	68
Belvedere	23.4	11.9	4	20	76	75	69	70	72	-2	73	71	70
Corte Madera	72.0	35.2	27	32	70	67	64	66	68	-2	67	66	66
Fairfax	54.7	27.6	37	14	57	54	53	55	54	1	60	58	55
Larkspur	65.8	33.5	10	86	87	82	86	85	76	9	52	59	75
Marin County	851.8	424.5	30	43	73	66	64	66	66	0	66	65	66
Mill Valley	116.0	60.7	19	65	89	73	71	76	71	5	68	73	73
Novato	319.8	152.9	12	15	73	68	62	65	65	0	69	68	66
Ross	21.3	10.7	6	47	71	81	76	77	78	-1	78	77	77
San Anselmo	81.4	39.2	15	40	79	70	68	70	65	5	66	68	68
San Rafael	332.2	172.6	29	22	66	59	61	62	63	-1	65	65	63
Sausalito	57.6	32.1	28	10	62	56	57	59	58	1	63	62	59
Tiburon	67.7	35.8	11	35	65	77	71	71	73	-2	76	77	74
Marin Countywide	2,064	1,037	26	34	73	67	65	66	66	0	66	66	66
American Canyon	113.4	55.8	34	29	75	56	61	60	59	1	63	62	60
Calistoga	30.6	15.3	36	38	0	52	60	59	61	-2	59	61	60
Napa	498.7	246.5	34	34	60	57	64	62	66	-4	71	69	65
Napa County	820.2	408.6	60	22	69	46	38	45	46	-1	48	45	45
St Helena	51.4	26.1	46	22	66	43	50	48	50	-2	57	54	49
Yountville	16.4	8.2	8	61	76	83	78	79	78	1	74	74	78
Napa Countywide	1,531	760	50	26	64	52	52	52	54	-2	57	56	54
San Francisco	2,148.3	944.8	10	46	71	71	77	74	74	0	74	74	74

Attachment 2: Bay Area Jurisdiction 2022 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
					2022 Annual PCI Score				Change		3-YR Moving Average		
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2021 Network PCI	Change, 2021 to 2022	2020	2021	2022
San Francisco	2,148	945	10	46	71	71	77	74	74	0	74	74	74
Atherton	105.4	53.7	5	43	85	75	74	75	75	0	76	75	75
Belmont	139.2	70.0	24	37	69	68	64	65	68	-3	57	60	65
Brisbane	67.9	22.8	6	44	72	76	76	74	73	1	77	76	74
Burlingame	170.8	82.7	3	48	74	77	80	77	77	0	78	79	77
Colma	26.9	9.9	0	42	71	77	94	76	75	1	79	78	76
Daly City	256.8	115.4	8	63	76	80	80	79	77	2	82	79	77
East Palo Alto	82.7	38.5	31	33	65	70	57	61	59	2	65	62	60
Foster City	120.1	54.0	1	51	70	74	84	77	78	-1	81	80	78
Half Moon Bay	55.4	28.0	19	19	61	56	70	66	68	-2	60	66	67
Hillsborough	166.4	83.2	4	60	93	82	77	80	79	1	80	78	78
Menlo Park	196.6	96.3	12	57	77	76	76	77	77	0	77	79	78
Millbrae	112.6	57.5	42	24	70	58	43	54	54	0	53	56	55
Pacifica	189.1	90.6	46	11	69	45	42	49	41	8	47	42	43
Portola Valley	70.9	36.5	1	36	80	74	77	77	78	-1	78	77	77
Redwood City	359.3	156.4	9	22	70	69	69	69	71	-2	75	73	70
San Bruno	180.7	89.0	36	31	66	66	57	61	64	-3	61	62	62
San Carlos	179.3	86.3	36	23	66	53	54	57	58	-1	62	61	58
San Mateo	428.2	201.0	15	38	71	71	69	70	69	1	75	73	70
San Mateo County	629.0	309.5	7	49	77	79	74	76	72	4	73	74	74
South San Francisco	294.9	139.6	10	60	72	76	79	76	71	5	75	73	73
Woodside	96.9	48.0	6	44	80	78	72	74	76	-2	81	81	76
San Mateo Countywide	3,929	1,869	15	41	74	73	71	71	69	2	72	71	70
Campbell	218.4	93.9	13	19	65	69	70	69	69	0	69	70	69
Cupertino	297.7	137.9	3	64	81	76	83	82	83	-1	84	85	83
Gilroy	271.8	125.1	31	17	55	64	63	61	58	3	65	62	59
Los Altos	227.1	111.4	8	44	82	79	73	75	65	10	69	68	69
Los Altos Hills	124.4	62.3	0	45	80	78	79	79	80	-1	80	79	79
Los Gatos	239.0	112.7	12	37	76	73	71	73	68	5	68	69	70

Attachment 2: Bay Area Jurisdiction 2022 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
					2022 Annual PCI Score				Change		3-YR Moving Average		
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2021 Network PCI	Change, 2021 to 2022	2020	2021	2022
Milpitas	308.4	130.6	20	31	75	67	63	68	70	-2	75	73	70
Monte Sereno	31.3	13.6	9	35	75	39	73	72	72	0	65	68	71
Morgan Hill	302.4	137.8	11	49	83	72	71	75	72	3	72	73	73
Mountain View	332.8	140.3	11	21	65	66	71	68	70	-2	73	73	70
Palo Alto	414.4	198.3	3	68	82	81	83	83	83	0	84	84	83
San Jose	4,468.3	2,024.3	16	42	77	78	68	71	69	2	66	66	69
Santa Clara	609.0	249.7	6	35	82	71	69	73	73	0	75	75	74
Santa Clara County	1,424.3	615.8	13	16	68	64	64	66	63	3	66	66	64
Saratoga	283.5	141.3	17	33	74	70	67	69	65	4	68	67	67
Sunnyvale	639.2	260.9	4	45	73	74	79	77	77	0	76	76	77
Santa Clara Countywide	10,192	4,556	14	38	75	74	70	71	70	1	70	70	70
Benicia	198.0	95.2	45	24	59	64	48	52	55	-3	53	51	52
Dixon	158.4	73.5	25	28	61	65	64	63	65	-2	65	64	64
Fairfield	793.0	364.3	24	25	67	64	64	64	66	-2	72	69	66
Rio Vista	54.7	27.4	30	33	63	65	59	61	62	-1	63	59	60
Solano County	931.0	462.6	2	67	79	83	80	81	80	1	81	80	80
Suisun City	153.6	76.7	41	10	59	53	50	52	55	-3	61	59	55
Vacaville	696.3	305.0	8	45	66	75	76	74	74	0	69	70	72
Vallejo	737.3	330.3	59	12	57	50	41	46	45	1	52	49	46
Solano countywide	3,722	1,735	25	36	68	70	67	65	66	-1	68	67	65
Cloverdale	65.1	32.1	30	32	64	53	59	60	52	8	58	56	55
Cotati	49.7	24.0	29	45	73	47	67	66	68	-2	56	59	65
Healdsburg	96.9	46.7	13	44	62	78	74	72	65	7	61	63	68
Petaluma	391.8	176.5	59	27	54	40	39	43	46	-3	45	44	44
Rohnert Park	228.4	101.6	21	38	73	72	60	66	68	-2	67	68	67
Santa Rosa	1,136.0	513.5	33	24	66	63	58	61	62	-1	60	62	62
Sebastopol	47.5	23.8	40	19	37	57	55	55	43	12	51	48	48
Sonoma	68.3	33.9	11	25	72	71	66	68	69	-1	73	71	69
Sonoma County	2,691.7	1,345.3	43	23	78	67	42	53	52	1	49	50	52

Attachment 2: Bay Area Jurisdiction 2022 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
					2022 Annual PCI Score				Change		3-YR Moving Average		
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2021 Network PCI	Change, 2021 to 2022	2020	2021	2022
Windsor	173.1	86.4	15	49	70	68	75	73	75	-2	77	76	75
Sonoma Countywide	4,948	2,384	43	25	72	64	50	56	56	0	54	55	56
Bay Area	44,034	20,431	22	35	72	70	66	67	67	0	67	67	67

Updated 2023-08-09

Bay Area Countywide 2022 PCI Scores - DRAFT

					Current Level of Service by Countywide									
					2022 Annual PCI Score				Change		3-YR Moving Average			
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	Arterial	Collector	Residential	Network	2021 Network PCI	Change, 2021 to 2022	2020	2021	2022	
	Alameda	8,345	3,710	22	36	71	68	66	67	67	0	68	67	67
	Contra Costa	7,156	3,436	18	32	73	70	67	68	69	-1	70	69	68
	Marin	2,064	1,037	26	34	73	67	65	66	66	0	66	66	66
	Napa	1,531	760	50	26	64	52	52	52	54	-2	56	55	54
	San Francisco	2,148	945	10	46	71	71	77	74	74	0	74	74	74
	San Mateo	3,929	1,869	15	41	74	73	71	71	70	1	71	70	70
	Santa Clara	10,192	4,556	14	38	75	74	70	71	70	1	70	70	70
	Solano	3,722	1,735	25	36	68	70	67	65	66	-1	68	66	65
	Sonoma	4,948	2,384	43	25	72	64	50	56	56	0	55	55	56
	Bay Area	44,034	20,431	22	35	72	70	66	67	67	0	67	67	67

Updated 2023-08-09